

Albany & Saratoga

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR,
JOHN H. SCHULTZ, } Editors.

SATURDAY, AUGUST 10, 1861.

Second Quarto Series, Vol. XVII., No. 32.—Whole No. 1,321, Vol. XXXIV.

ESTABLISHED IN 1831.

NEW-YORK:
PUBLISHED WEEKLY, BY
JOHN H. SCHULTZ,
Front Rooms, Third Floor,
No. 9 Spruce Street.

AMERICAN VINTAGE ДАИВО! ДАОДИАЯ

STEAM NAVIGATION COMMERCIAL FINANCE

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[WHOLE No. 1,321, VOL. XXXIV.

Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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prepare them." Gunpowder is supposed to have been known by the Chinese at a very early period and to have been used by them in making fireworks. Saltpeter is the spontaneous excretion of the soil of India, and the people of that country were probably, very early familiar with the article. It was used by the Oxydracae, a people living between the rivers Hyphasis and Ganges, to repel an attack upon them made by Alexander the Great. Philostratus says of this people, "For they came not out to fight those who attack them; but those holy men beloved of the gods, overthrow their enemies with tempests and thunderbolts shot from their walls."

The earliest known receipts combine the same ingredients in similar proportions to those now adopted as best. These proportions are 75 parts of saltpeter, 12½ parts of sulphur and 12½ parts of charcoal. The proportions of different governments vary somewhat, as do also the proportions in blasting powder, but these are the standard proportions of the United States Government. By far the greater portion of gunpowder made in this country is for blasting, and hunting purposes; the former being mostly employed at the North and West, while the latter is mostly consumed at the West and South.

A gunpowder mill is a term which signifies not simply one, but a number of buildings. These are erected some distance apart so that in case one building is destroyed by an explosion, the neighboring one will be comparatively safe. They are generally located at a distance from any village or inhabited place; and beside a stream which will afford the necessary water-power to carry the machinery. The material is transported from one house to another, as the several stages of the manufacture are completed. We recently had the pleasure of visiting the Gunpowder Works of Messrs. Lafin, Smith and Boies, in Ulster county, N. Y., a few miles below the village of Saugerties. This firm do a very large business at the West and South; and through the politeness of one of their number, Mr. Dwight Lafin, the whole process was theoretically explained, and practically illustrated to our understanding.

The Mill is located in a valley in the bed of which winds a stream capable of affording any amount of water power. On either side rise the two large iron wheel weighing seven and one-half

hills, covered to their tops with woods. The buildings are on the edge of the stream, and are connected together by a plank walk, in order to prevent stepping on the ground and getting any gritty substance into the soles of the workman's shoes, which might easily explode the mill, and destroy the life of the wearer.

The first building we entered is devoted to the charring of coal. Charcoal is the material most easily obtained; but to make good gunpowder it is necessary that proper wood should be used, and that it be charred at a temperature of about 500°. If charred at this temperature it will afterwards enter into combustion at a heat of 680; but if charred at a higher temperature it requires a still greater heat to burn it. Willow and Alder are the woods mostly used for making the coal; they being of a porous nature, are easily burned, while woods giving a hard flinty coal are objectionable on account of the slowness of combustion. The building was perhaps 50 × 30, and contained 6 cylinders set in brick work, in which workmen were engaged in throwing in alder wood. The cylinders after being filled are closed, and a fire built under them, soon changes the character of the wood, and upon opening the cylinders, the small sticks are found perfectly charred, of a dark brown color, and leaving no mark whatever upon the hand, like ordinary charcoal. Leaving the coal house we entered the building devoted to the clarification of saltpeter. This article is mostly imported from Calcutta, in a crude state, and is purified by being dissolved in large kettles, boiled down, the impurities skimmed off, and then crystallized. The sulphur is imported already purified. The next building is the mixing room, where the ingredients are mixed in their proper portions: the charcoal and saltpeter being placed in cylinders together with small copper balls, the cylinder revolves and the ingredients are thus thoroughly mixed, while the fine dust being confined in the cylinders, is prevented from escaping. Having been thoroughly mixed in the proper proportions, the material is then taken to the wheel house, and placed in what appeared to us a huge tub, perhaps twelve feet in diameter, and three feet in height. In this tub, the bottom of which is solid iron six inches thick, the sides being constructed of wooden staves,

American Railroad Journal.

New York, Saturday, August 10, 1861.

Gunpowder and Gunpowder Mills.

There are few agents more essential to the progress of our country in material prosperity than the article of gunpowder. Not only is its manufacture a source of wealth, but its employment in developing the internal improvements, and in cutting through the rocks that impede the course of railways throughout our extended territories has done much towards making the resources of our vast continent available. In the early records of the use of Gunpowder we find it employed as an instrument of warfare, and at the present time it is most intimately associated with the battlefield. But not one-third of the powder now manufactured is used for such deadly purposes; and the immediate demand for gunpowder by the Government of the United States, great as it is likely to be, probably will not equal one-quarter of the amount consumed by the people in a time of peace.

The first invention of gunpowder, like the discovery of many other agents that have exerted great influence in shaping the destinies of mankind, is shrouded in the obscurity of the past. The discovery is popularly attributed to the ingenuity of one Schwartz, a German monk and a chemist of the 14th century. Roger Bacon referred to it in his writings in 1270, and gave the following receipt for making it: "But, yet, take of saltpeter with pounded charcoal and sulphur, and thus you will make thunder and lightning if you know how to

tons each, were revolving upon a shaft set in an upright spindle; one being set nearer the spindle than the other, and so adjusted as to cover the entire bottom of the tub in their revolutions. The material is placed in this tub and pressed by these wheels for the space of three or four hours, it being constantly kept damp to avoid an explosion.

After being subjected to this process, the powder is taken to the press house and subjected to the operation of a powerful hydraulic press. The powder is placed between sheets of copper and duck cloth, and after receiving a pressure equal to 120 tons to the square foot, it comes out in hard and brittle cakes of a grayish black hue, from $\frac{1}{4}$ to $\frac{1}{2}$ an inch in thickness, and from 2 to 8 feet square. This is called mill cake, and is now ready to be reduced to the size required to make the powder. This is done by passing it through rollers, one of which is so adjusted as to yield when any hard substance gets between them, otherwise friction might be produced and the mill be blown up. The powder is then bolted and the dust caused by the attrition of the particles is separated; it is then passed through sieves of different sizes, and the coarse and fine powder separated. The powder is then dried; and for this purpose is placed, some in a room heated by an iron dome rising in the centre of the floor under which is a stove or fire kindled from the outside or beneath the building; and some in an iron pan heated by steam. The last operation is glazing, which is done by placing it in long wooden cylinders and revolving them. This operation changes the powder from a dull greyish color to a shiny black, and renders it more saleable in market. The gunpowder is now completed and ready for packing in kegs or canisters.

There are perhaps from 50 to one hundred gunpowder mills throughout the United States, most of which are small mills located in the mining regions of Pennsylvania, where they manufacture blasting powder to be used in the vicinity. Of large manufacturers, besides the one whose mills we have imperfectly described, there are perhaps four or five; and among these the most extensive are Messrs. Du Pont, whose mills are in the State of Delaware, and the Hazzard Company whose mills are at Enfield, Connecticut.

The explosion of gunpowder is a deflagration, in which the combination of the ingredients is completed at once; the whole, so far as it is capable passing from a solid into a gaseous condition, by the elements of the ingredients entering into new combinations among themselves. The exciting cause may be heat sufficient to effect the decomposition of the smallest particle; more heat is thereby generated and the process goes on. It is most complete when the substances are as wholly converted into gas as possible, and also into those gaseous combinations which set free the largest amount of caloric. But for many purposes a powder which explodes very suddenly is not desirable. For blasting gunpowder it is better to allow time for the shock to distribute itself through the rock, and it is therefore sometimes made of different proportion, and is also made coarser in grain, which also tends to retard its explosion. For this object the gunpowder now used in firing rifled cannon and other large guns is made very coarse; it having been proved within the last six months to be much more effectual.

There is no data by which we can now readily ascertain the relative amount of gunpowder made in this country, and that made in England. During the Crimean war the British Government made large purchases of gunpowder in this country; and notwithstanding the English people export more gunpowder than we do, it is doubtful whether, when we take into consideration our large internal trade, that they manufacture more extensively than ourselves.

RICHMOND AND DANVILLE RAILROAD.

This company was chartered on the 9th March, 1847, and organized on the 20th November following. The company was authorized to construct a railroad from the city of Richmond in a southwest direction to the town of Danville on the Dan river, and to raise by shares a capital of \$1,500,000, the State taking three-fifths of the amount and appointing three of the directors. By subsequent legislation, the right to increase the capital to \$2,000,000 was granted, and counties, cities and other corporate bodies empowered to subscribe thereto. The State also agreed to guarantee the payment of an issue of the company's bonds to the amount of \$200,000, and to loan to the company \$600,000 redeemable by a sinking fund in thirty-four years.

The work of construction was commenced on the section between Manchester and Coalfield in the summer of 1848, and the whole line was placed under contract before the end of 1849. The bridge over James river was also contracted for in the latter year, and in the same year contracts were made for iron to lay the first 100 miles of the road. It was the original design of the company to lay the road as far as the coal mines, with rail weighing 75 tons to the mile, and beyond that point with flat-bar weighing 42 tons. By a resolution adopted in May, 1850, however, the latter description of rail was abandoned for the heavier rail throughout. Up to the present time all but $8\frac{3}{4}$ miles have been thus laid with heavy rail.

The road from Manchester to the coal mines, was completed and opened for business on the 25th December 1850. On the 19th May following, it was completed to the Appomattox river, 27 miles from Richmond, on the 13th October to Amelia Court House, $36\frac{1}{2}$ miles; and on the 24th November to Jetersville, $43\frac{1}{2}$ miles. In 1852, the road was extended—on the 19th February, to Jennings Ordinary, 50 miles, on the 15th May to a junction with the South Side Railroad, 54 miles, on the 16th August to the Meherrin, 65 miles, and on the 8th November to Keysville, 73 miles. On the 20th July, 1853, it was opened to Drake's Branch, 82 miles, and on the 4th October to Overby's Station, 85 miles; and on the 1st March, 1854, it was completed to the Staunton river, 90 miles.

The company had now used all its available means and became embarrassed with debts and liabilities which threatened a suspension of further progress. To relieve itself of its disabilities, a second mortgage of the road was executed for \$250,000, and a further mortgage in the following year for \$150,000. The latter was used for the payment of iron and cross-ties for the 50 miles yet to be completed. With these additional means, together with the earnings of the road al-

ready in operation, the line was extended first to Boston (20th December, 1854,) $109\frac{1}{2}$ miles, then to New Ferry (23rd February, 1855,) 120 miles, and then to Barksdale (4th Sept., 1855,) 127 miles, and early in the next year to Danville, having been completed to Ringgold, 135 miles, on the 26th February, and to Dan river, 140 miles, on the 24th March of that year. On the 5th May following the bridge over the Dan was completed and cars for the first time ran into the town of Danville.

The cost of the road to this point has been less than \$3,500,000 of which \$1,975,000 was share capital, \$1,200,000 loans and bonds, and the remainder chiefly net earnings. The State loan is virtually an annuity terminable in 34 years from 1853—the payment to the State of \$42,000 a year in semi-annual payments being sufficient for the interest and the liquidation of the capital at the date named.

The extension of this road into North Carolina has for several years been sought by the Company; but the Legislature of that State has repeatedly refused to sanction any direct connection between the railroads of the two States. The extension of the Roanoke Valley Railroad from Clarkesville to Keysville (now under construction) will, however, furnish an indirect connection. A company has also been incorporated under the name of the Dan River Coal Field Railroad Company to construct a road from Germantown, N.C., down the valley of the Dan to the Virginia line near Danville, from which point it is contemplated to extend it to that town. A third connection is also in contemplation, stretching primarily to the base of the Blue Ridge, and thence through the copper regions forming a connection with the Virginia and Tennessee Railroad at the most eligible point. The survey for the latter line has been made and completed under the auspices of the Richmond and Danville Company.

SHARE CAPITAL—Authorized \$2,000,000 in 20,000 \$100 shares.

Paid in \$1,981,198 on 20,000 \$100 shares, viz:	Subscribed.	Paid in.
State of Virginia	\$1,200,000	\$1,188,599
City of Richmond	250,000	250,000
Town of Danville	10,000	10,000
County of Pittsylvania	30,000	30,000
" Henry	20,000	20,000
Individuals	490,000	482,599

FUNDED DEBT—\$898,892, classified as follows:

State of Virginia 6 per cent. loan, \$561,092—issued in 1853 and payable, principal in 34 years and interest semi-annually, 1st January and 1st July, in the city of Richmond. The original loan was \$600,000 which has been reduced to the present amount by the action of a redemption fund of one per cent. per annum paid in semi-annual instalments. By the uninterrupted operation of this fund the whole loan will be paid off at maturity.

Mortgage 6 per cent. bonds, \$200,000—issued in January, 1851, and payable, principal in 1875, and interest semi-annually, 1st January and 1st July in the cities of Richmond and New York. These bonds are guaranteed by the State, to which the road and property of the company are mortgaged as security therefor. This mortgage ranks next to that securing the State loan.

Mortgage 6 per cent. company bonds, \$1,000—

issued 1st August, 1854, and payable principal 1st August, 1859, and coupons 1st February and 1st August in the city of Richmond. This amount is the remainder of an issue of \$250,000 and is now payable on demand.

Mortgage 6 per cent. bonds (registered), \$138,800—issued 1st November, 1855, and payable, principal 1st November, 1860, and interest semi-annually, 1st May and 1st November, in the city of Richmond. This mortgage covered a total of \$150,000, of which \$10,900 has been redeemed, and \$2,300 have been extended.

FLOATING DEBT—\$73,608, viz: bills payable,
\$53,576, and open accounts. \$20,132.

COST OF ROAD AND EQUIPMENT—\$3,726,037:
in detail as follows—

Graduation and masonry	.....	\$1,106,216
Wooden bridges and trestling	.....	343,464
Iron bridges	.....	17,716
Superstructure of road, including iron.	.....	693,988
Wood and water stations, buildings and fixtures	.....	731,709
Machine shops, machinery and fixtures	.....	447,840
All other buildings	.....	26,497
Land, land damages and fences	.....	63,570
Engineering, agencies and salaries	.....	164,487
Other expenditures	.....	150,630

OPERATIONS IN TRANSPORTATION, 1859-'60.

1. Miles run by trains

Passenger	94,724	Material	7,465
Freight	119,261	Wood	7,134
Coal and stone ..	10,065	Gravel	9,151
Belle Isle	1,250	Special.....	734
Shifting	8,045		
		Total	257,890

total mileage

<i>2. Passenger Traffic.</i>	
Local passengers—going west	28,633
" " east	29,471
 Total local passengers	58,104
Through passengers—going west	12,532
" " east	10,694
 Total through passengers	23,226

Total number of passengers 81,330
 Total mileage of passengers 4,043,677

3. Tonnage Traffic.

Local tonnage—outward	43,483
" " inward	26,619
Local and through tonnage—intermediate	7,497
Connection tonnage—outward	3,572
" " —inward	5,748
Belle Isle tonnage	9,889
Coal	32,346
Stone	7,389
Express	150

Total tonnage..... 136,693

The outward and inward tonnage was classified as follows—

Classification.	Outward.		Inward.	
	Tons.	Mileage.	Tons.	Mileage.
Products of the forests	497	49,934	1,104	75,498
Do. of the mines	1,868	248,293	115	1,526
Do. of animals	1,130	113,175	127	8,326
Vegetable food.	3,229	356,641	10,817	813,224
Other agric.-prod.	1,277	153,409	10,417	879,394
Manufactures	6,753	847,482	3,934	513,281
Merchandise	6,550	592,105	63	6,697
Unenumerated articles	22,179	2,467,872	44	3,985

Passenger and Tonnage Traffic Yearly.

Number of Pass'g'ers.	Tons carried.					Total.	
	Fr'ght.	Coal.	Stone.	Isla.	Belle Ex- press.		
1856	89,617	51,389	—	—	—	95,581	
1857	66,723	58,226	24,274	4,183	8,395	95,078	
1858	84,888	61,715	29,918	6,028	7,678	223	105,562
1859	102,264	62,481	30,835	4,790	10,011	401	108,518
1860	81,330	66,919	32,346	7,389	9,889	151	136,693

INCOME ACCOUNT

RECEIPTS		INCOME ACCOUNT
Passengers local	\$108,065	
" through.....	44,525	
		<u>\$152,590</u>
Freight—outward	\$159,633	
" inward	178,647	
" intermediate	27,657	
" coal	13,063	
" stone	2,172	
" Belle Isle	3,300	
		<u>384,473</u>
Express		6,977
U. S. Mail		<u>16,864</u>
Total		<u>\$560,904</u>

ABSTRACT OF BALANCE SHEET, YEARLY, 1851-'60.

	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Share capital—State.....	717,397	822,697	1,020,744	1,127,800	1,181,200	1,185,000	1,185,000	1,188,598	1,188,598	1,188,598
" " municipal	204,440	210,000	340,000	310,000	310,000	310,000	310,000	310,000	310,000	310,000
" " individual	274,024	339,628	374,795	446,779	478,229	480,000	482,399	482,399	482,399	482,599
State loan			200,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000
Guarantied bonds.....	140,400	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000
Mortgage bonds, 1854-'59.....				12,500	249,500	250,000	250,000	250,000	250,000	250,000
" " 1855-'60.....					100,800	150,000	150,000	150,000	150,000	150,000
Transportation and connections.	17,936	101,279	266,244	475,859	803,304	1,191,335	1,661,971	2,194,119	2,863,423	3,530,697
Other receipts.....	1,358	1,170	1,320	3,519	33,087	33,126	35,281	37,218	36,172	38,430
Floating debt	88,593	246,795	92,646	112,942	124,481	78,263	29,908	25,154	40,058	73,608
Cost of road and property	1,404,538	1,806,966	2,197,813	2,858,711	3,259,597	3,449,467	3,487,685	3,588,653	3,656,668	3,726,087
Discount on mortgage bonds.....				1,194	63,653	73,593	73,593	73,593	70,277	70,277
Discount on county bonds.....						4,200	6,200	6,200	6,200	6,200
Redemption fund on \$600,000..			129	3,073	8,909	14,909	20,909	26,909	32,909	38,909
Bonds due 1859 redeemed						19,725	131,208	249,000	249,000	249,000
Extended bonds										22,300
Bonds due 1860							9,600	10,600	10,600	10,900
Transportation and connections.	15,385	65,477	159,589	320,483	536,201	723,853	982,484	1,254,496	1,667,397	2,089,635
Interest paid	631	16,349	35,556	61,507	120,224	193,490	265,599	335,887	393,239	450,461
Other disbursements							994	994	1,379	10,867
Dividend 4 per cent., Dec., 1859										72,208
Debts due the company	14,068	28,957	24,442	3,074	9,914	3,751	2,569	6,245	17,505	22,460
Cash on hand	9,530	3,820	9,220	6,357	49,103	3,481	25,201	2,708	12,478	57,677
County bonds on hand			39,000	34,000	33,000	11,000	...	...	...	...
Total	1,444,152	1,921,569	2,465,749	3,288,399	4,080,601	4,477,744	4,904,559	5,437,488	6,120,659	6,823,952
Loan and bonds less amount redeemed	140,000	200,000	399,871	809,427	1,141,491	1,185,091	1,149,766	1,081,283	907,491	898,892

Expenditures—

Operating expenses	.....	\$270,110
Salaries of officers	.....	8,466
Ordinary expenses	.....	\$278,576
New works	.....	68,888
New rolling stock	.....	19,994
Excess of inventory	.....	19,784
Net earnings	.....	174,160
		\$560,904

PROFIT AND LOSS ACCOUNT FOR 1859-'60.

Resources :—

Balance per Report, 1859	\$12,478
Transportation and connections	690,234
Petty charges	1,262
Open accounts collected	8,492
Interest	928
Sales of rails, etc.	9,639
Temporary loans	74,345
Bond No. 1 sold	2,264
Loans of 1859 and 1860 returned	36,820
Sundries	3,967
Total	\$834,202

**Total...
Disbursements :-**

<i>Disbursements.</i> —	
Transportation and connections	\$79,962
Notes and drafts	224,100
Salaries	8,466
Wages	28,643
Loans on call	77,140
Paymaster	142,588
Interest	20,154
Re-laying track	10,582
Dividend No. 1	76,676
Open accounts settled	19,939
Temporary loans	19,800
7 per cent. on \$600,000	42,000
Sundries	92,552

Answers on Books

LENGTH OF ROAD.
Main Line :—Richmond to Danville. 140.50 miles.
 Second track, none; sidings and turn-outs 11.92 miles.
Branch Line: Manchester to Coal Yards .. 1.55 mile.
 " " Coalfield to Midlothian Pits 1.14 ".

Second track, none. Sidings and turn-outs 0.08 "

EARNINGS FROM INDICATED SOURCES.										
	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.
Passengers	7,064	28,617	50,544	64,811	90,419	216,102	182,553	152,631	181,799	152,590
Tonnage	8,017	34,177	85,610	127,574	199,546	267,233	298,367	327,291	365,987	
Coal	8,324	14,751	15,620	17,816	14,962	16,782	11,010	12,398	12,615	18,063
Stone	1,204	2,430	7,080	7,239	1,594	1,537	1,245	1,806	1,468	2,172
Belle Isle							2,138	2,947	2,582	3,483
Express			300	2,986	{ 1,565	.....	4,388	5,675	6,474	8,024
Mail					{ 2,680	.....	8,697	4,388	6,977	
Total	19,954	81,824	163,965	225,294	316,309	421,763	461,918	491,674	554,208	560,904

COST AND MILEAGE OF ROAD, EARNINGS, EXPENSES, ETC., YEARLY.

Cost of Year, road, etc.	Miles open.	Gross Earnings.			Current Expenses.	less Expenses.	Dividends. Am't. p.c.	Earnings
		Pass'r.	Tonnage.	Mails, etc.				
1851. 1,405,538	29,69	7,064	12,545	345	19,954	14,685	5,269	nil. nil.
1852. 1,806,966	67,69	28,617	51,599	1,349	81,225	48,488	32,837	—
1853. 2,197,818	75,69	50,544	103,810	6,111	164,965	96,416	68,549	—
1854. 2,858,711	92,69	64,811	153,994	6,489	225,294	156,649	68,645	—
1855. 3,259,597	129,69	90,419	216,102	9,788	316,309	170,282	146,027	—
1856. 3,449,467	143,19	118,070	287,591	16,102	421,763	206,951	215,012	—
1857. 3,487,685	143,19	132,553	308,569	20,796	461,918	206,882	255,586	—
1858. 3,588,653	143,19	152,631	315,669	23,374	491,674	224,481	267,193	—
1859. 3,659,668	143,19	181,799	344,857	27,547	554,208	261,215	292,988	—
1860. 3,659,668	143,19	152,590	384,472	23,842	560,204	278,576	282,828	79,208 4

BALANCE SHEET, Sept. 30th, 1860.

	Dr.
Cost of road and property	\$3,726,037
Interest on bonds, etc.	\$450,461
Redemption fund on \$600,000	38,909
Discount on county bonds	6,200
	495,570
Transportation payments and connec-	
tions to date	2,099,635
Casualties	1,501
Bonds due Aug. 1, '59 reduced.	\$249,000
" Nov. 1, '60 "	18,200
Debts due the Company	262,200
Cash in tank	22,460
Dividend 4 per cent. December, 1859.	57,677
Western Extension survey	79,208
	1,675
Total	\$6,753,655

	Cr.
Share capital from State	\$1,198,598
" " " counties, etc.	310,000
" " " individuals	482,599
Guaranteed bonds, due 1875	200,000
State loan for 34 years	600,000
Mortgage bonds, 1854-'59	\$250,000
Less discount on same	41,045
Registered bonds, 1855-'60	\$150,000
Less discount on same	29,232

Rents, sales, etc.	27,293
Insurance on iron lost	8,837
Extended bonds	2,300
Transportation receipts and connections	3,530,697
Due on open accounts	20,032
Bills payable	53,576
	120,768
Total	\$6,753,655

The equipment of the road consists of 23 locomotive engines; 11 8-wheel 1st class passenger; 3 second class; 3 smoking; 10 baggage and mail; 189 8 wheel box freight; 44 platform; 8 stone; 60 6 wheel coal (iron); 30 4-wheel box freight; 23 stone; 18 coal (wood); 16 gravel; and 2 sand cars:—total, 480 cars.

The following are the officers and directors for 1860-'61:

President—LEWIS E. HARVIE, Richmond, Va.
Directors elected by stockholders—Lewis E. Harvie, William Palmer, (*Vice President*), R. O. Haskins, Richmond, Va.

Directors appointed by State—J. B. Stovall, Halifax Co., Va.; Vincent Witcher, Pittsylvania Co., Va.; E. G. Leigh, Powhatan Co., Va.

invested in these bonds so far as they can be purchased, or otherwise in undoubled productive funds. The coupons on these bonds amounting to \$18,000, have been promptly paid the past year, excepting \$2,478 not presented; and \$16,000 paid to the trustees of the sinking fund. The amount now in the hands of the trustees is \$74,300.

The earnings of this road for the fiscal years ending May 31, 1860 and 1861, have been:

	1860.	1861.
From passengers	\$75,090 34	\$71,601 23
" freight	101,352 55	100,856 71
" mail, express, etc.	11,203 64	11,292 33

	\$187,646 53	\$183,750 27
Expenses	123,027 13	91,067 36

	\$64,519 40	\$92,682 91
Miles run	125,851	118,219

	60,237	60,004
Lbs. of freight	55,611,176	55,611,176

	4,946,333	4,946,333
Feet of lumber	4,946,333	4,946,333

The equipment of the road consists of 8 locomotives; 8 passenger, 5 baggage and mail, 103 box, 45 platform, 21 rack, 1 snow and 8 wood car.

The cash value of equipment and materials on hand May 31, 1861, was as follows:

	Locomotives	\$54,200 00
Cars	76,075 00	76,075 00

	Tools and machinery	8,966 32
Materials	20,233 98	20,233 98

	8,079 cords of wood	15,627 75
Horses, machinery, lumber, etc.	1,068 53	1,068 53

\$176,181 58

The financial condition of the company is as follows:

	Notes payable	\$54,343 10
Coupons due not presented	2,478 00	2,478 00

	Balance of account with connecting roads	3,768 17
	3,768 17	3,768 17

\$60,589 27

	Cash and notes	\$2,884 24
Wood lots	5,743 23	5,743 23

	Wood and materials on hand	40,490 26
	40,490 26	40,490 26

\$49,017 73

Congressional Appropriations.

The following is a correct list of the appropriations made by Congress during the session which has just closed.

	Army	\$185,296,397 80
Naval	30,171,525 29	30,171,525 29

	Legislative	285,373 90
Sundry Civil	529,000 00	529,000 00

	National Loan	200,000 00
Police, Baltimore	145,000 00	145,000 00

	Purchase of Arms	10,000,000 00
Field Fortifications	200,000 00	200,000 00

	Side Wheel Steamers	1,200,000 00
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.					
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidinga.	Road in progress or projected.	Cars.	Companies.				Property and Assets.			Liabilities.			Road operated, inc.		Mileage run by locomotives with trains.	Dividends.			
	M.	M.	M.	M.	No.	Engines.	Passenger.	Freight, etc.	Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balancee Total, incl. all other assets and liabilities.	M.	M.	Gross.	No.	p. c.		
31 May, '59	36.5				4	4	21	Androscoggin	757,381	*	*	*	*	*	36.5	40,155	24,876					
31 May, '61	55.0				9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	151,833	444,638	180,910	757,381	36.5	318,505	94,088	6			
30 Jun, '59	149.0		25.0		41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	1,748,857	138,817	2,345,574	37.0				6	78	
30 Jun, '59	12.5		2.0		4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000	40,476	244,726	149.0	429,791	150,226					
31 Aug, '59	63.0	9.5	8.0		12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	164,516						
31 Dec, '59					14.0			Penobscot	328,412			180,497	300,000	75,000								
31 May, '61	54.7				4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	70,566					
31 May, '59	51.3				11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	141,664	104,029	6	100		
31 May, '59	37.0							Somerset and Kennebec	783,763	*		169,200	556,600			37.0	55,403	28,404				
31 May, '59	18.5							York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5						
MARYLAND.																						
30 Sep, '60	279.6	7.2			235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	3,922,203	2,305,788	6	41		
30 Sep, '60	30.0				7	33	167	Washington Branch	1,650,000	*		1,650,000				3,824,806	39.0	187,427	462,880	9	100	
31 Dec, '60	188.0	4.0	16.4		41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	1,018,103	288,027		134		
MASSACHUSETTS.																						
30 Nov, '60	21.2	2.0			6	4	80	Berkshire	500,560	100,000		600,000			601,380	ope rat. by	Housat.	42,000	7			
30 Nov, '60	26.8	1.8	43.6		21	26	566	Boston and Lowell	2,245,728	*		1,820,000	440,000	3,863	2,655,821	28.6		544,882	184,815	8	100	
31 May, '60	74.8	8.8	51.3		32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	184,950	4,928,166	18.3	553,484	915,626	450,096				
30 Nov, '60	47.0	7.0	22.3		22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	162,720	46,647	3,717,704	54.0		685,631	349,487	8	108	
30 Nov, '60	44.6	24.0	59.2		30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	47,580	5,827,567	82.7	525,954	1,045,683	432,284	8	108		
30 Nov, '60	46.1	1.1	2.7		7	10	109	Cape Cod Branch	907,761	123,864		681,690	168,400	11,058	47.2	77,522	122,037	45,613		124		
30 Nov, '60	50.0	2.4	8.9		12	13	331	Connecticut River	1,614,385	187,558		1,591,100	242,000		1,928,284	52.4	27,096	153,184				
31 May, '61	41.1	30.5	24.4		28	47	429	Eastern	4,045,166	315,165	284,102	2,853,400	1,960,000		5,045,630	120.7	456,825	684,685	327,590	4	64	
30 Nov, '60	19.9	1.3	3.6					Essex	742,592	4,416		299,107	280,261	197,428	776,796		55,946	62,498	12,495		67	
30 Nov, '60	59.0	16.8	70.9		29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000		3,869,729	67.7	337,451	632,865	272,296	6	97	
30 Nov, '60	14.0	2.4			3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98	
30 Nov, '60	24.9		2.0					Hampshire and Hampden	57,582			298,951	303,014	57,065	653,030	ope r. by N. H. & N'	28,791					
30 Nov, '60	12.4		2.3		27	Lowell and Lawrence			332,583	30,275		200,000	100,000		363,158	ope r. by B. and L'	12,550					
30 Nov, '60	20.6		2.0		12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	30.0	172,511	251,683	72,097	8	112	
30 Nov, '60	20.2	1.6	1.0		7	16	146	New Bedford and Taunton	494,843	52,644		500,000			546,707	21.8	49,241	136,566	30,677	5		
30 Nov, '60	26.9		2.3		5	9	44	Newburyport	596,208	63,996		220,240	221,600	211,633	653,533	36.0	75,866	16,577	2,552			
30 Nov, '60	8.6							N. Y. and Boston Air Line	673,302			279,818	197,512	111,691			8.4	24,428	15,391			
30 Nov, '60	79.5	7.8	25.6		27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	107,000	76,500	87.3	413,017	642,406	316,186	6	104		
30 Nov, '60	18.6		0.7		1	2	100	Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	33,160	46,169	26,769			
30 Nov, '60	43.4	1.0	14.9		12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000		1,864,789	44.4		393,589	197,774	8	106	
30 Nov, '60	16.9		1.7		3	3	3	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope r. by B.	31,409					
30 Nov, '60	11.5		0.4		2	7	17	South Shore	462,167	39,426		250,000		2,391	513,112	11.5	23,529	59,370	16,111			
30 Nov, '60	11.1	0.6	1.3		7	18	144	Stockbridge and Pittsfield	448,700			448,700			451,000	ope r. by H.	31,409					
30 Nov, '60	69.0	8.0	5.5		11	8	192	Troy and Greenfield	478,048			385,206	219,000	9,854	614,060	ope r. by T.	5,333					
30 Nov, '60	156.1	17.3	106.8		72	59	1,183	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880	9,854	3,516,865	77.0	101,326	75,810			111	
30 Nov, '60	46.7				10	8	149	Western (Incl. Alb. & W.S. etc.)	9,933,396	1,096,713	15,120	5,150,000	2,769,520	17,532	13,940,644	192.0	1,881,351	888,254				
30 Nov, '60								Worcester and Nashua	1,187,935	140,962		1,141,000	150,000	976	1,403,409	46.7	180,153	229,332	102,004	● 62		
MICHIGAN.																						
1 Jun, '59	17.3				2.7	2	1	Bay de Noquet and Marquette	built and	equipp ed by G	r. Trk R.	R. Co. of Canada										
Sep, '59	57.0							Detroit and Milwaukee	8,270,623	647,596	2,950,000	4,250,000		9,008,369	188.0		365,038	144,270				
30 Sep, '60	188.0							Flint and Pere Marquette														
GRAND RAPIDS AND INDIANA.																						
31 May, '61	284.8	28.4			98	85	1,334	Michigan Central	12,487,250	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	8	41		
31 Mar, '61	246.0	293.0			83	102	971	Mich. Sth'n & Nth'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,700	539.0	1,592,377	2,075,459	1,036,629			
MISSOURI.																						
30 Apr, '60	236.0				25	22	336	Mississippi Central	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,899	236.0		584,342	328,092			
1 Oct, '59	71.4				27.8	7	4	41	Mississippi and Tennessee	1,254,394	159,018		798,285	456,949	275,000	1,974,444	59.7		176,462	116,433		
31 Dec, '58	83.2				60.4			Southern Mississippi	2,750,000			1,000,000	1,400,000			83.2		250,047	121,659			
MISSOURI.																						
30 Nov, '59	12.1				65.8	1		Cairo and Fulton	281,645	9,200		50,493	327,000	50,892	128,386	12.0		676,310	301,503			
31 Aug, '59	20.8				18	11	289	Hannibal and St. Joseph	12,384,134			1,782,896	10,571,000	156,843	12,510,529	208.8		961,866	487,333			
31 Mar, '61	28.1				2.5	4	4	North Missouri	6,469,590	496,254		2,594,100	4,350,000	96,429	7,236,452	180.8	10 mo's.	292,428	78,975			
NEW HAMPSHIRE.																						
30 Sep, '60	19.0				25.8	3	2	Pacific	8,621,659	614,782		3,330,657	8,208,000	754,837	12,288,494	182.0		676,310	301,503			
30 Sep, '60	20.4				23.0			South-Western Branch	1,226,010	283,450	8,219	1,800,000	1,050,000	8,015,880	9,5.6	353,000	227,720	86,338		8		
30 Sep, '60	86.5	3.6			16	13	222															

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Abstract of Balance Sheet.																								
Years ending.		Railroad.						Equipment.							Property and Assets.		Liabilities.			Earnings.				
		Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.	Engines.	Passenger.	Freight, etc.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.		
Companies.																								
30 Sep. '60	140.0	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		
30 Sep. '60	32.9	3.3	5	12	53	Albany and Susquehanna	548,221	507,957	46,139	554,006	ope.	r.	re.	ra.	rd.	rd.	rd.	rd.	rd.	rd.	rd.	rd.		
30 Sep. '60	38.3	44.0	2.6	73.6	4	6	39	Albany and Vermont	1,557,502	136,038	439,005	1,575,099	50,000	2,389,559	2,389,559	34.9	40,670	72,458	36,609	6	100			
30 Sep. '60	34.9	2.6	1.6	—	—	Black River and Utica	2,389,559	822,371	745,500	7,121	1,574,992	14.8	22,712	34,310	19,886	—	—	—	—	—	—	—		
30 Sep. '60	14.8	1.6	—	—	—	Bloomsburg and Corning	496,661	250,000	220,000	—	470,000	14.8	325,499	68,576	28,168	34	3	—	—	—	—	—		
30 Sep. '60	14.6	7.0	—	—	—	Brooklyn Central and Jamaica	546,372	40,247	448,750	86,000	42,102	14.5	575,852	325,499	68,576	28,168	34	3	—	—	—	—		
30 Sep. '60	24.7	0.9	23.4	5.5	158	Brooklyn City	92,356	338,870	1,000,000	130,000	24,7	2,904,887	520,865	110,986	10	120	—	—	—	—	—			
30 Sep. '60	142.0	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	213,168	680,000	2413,516	201,082	3,027,496	568,448	580,000	242,964	10	120	—	—	—	—		
30 Sep. '60	68.3	14.0	28	34	327	Buffalo and State Line	2,267,158	521,126	1,950,950	21,546	31,785	87.8	911,020	498,467	498,467	10	120	—	—	—	—	—		
30 Sep. '60	34.6	33.1	—	—	—	Cayuga and Susquehanna	719,050	343,500	300,000	75,550	719,050	33.6	61,430	57,649	10,427	—	—	—	—	—	—	—		
30 Sep. '60	17.4	2.1	—	—	—	Chemung	400,000	—	—	—	450,000	ope.	r.	Erie	24,000	6	6	—	—	—	—			
30 Sep. '60	46.8	2.9	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	—	500,000	ope.	r.	Erie	30,000	6	6	—	—	—	—			
30 Sep. '60	17.3	3.0	—	—	—	Hudson and Boston (West'n)	175,000	—	—	—	175,000	ope.	r.	Erie	—	—	—	—	—	—	—			
30 Sep. '60	144.0	115.1	58	107	554	Hudson River	10,618,075	1,182,372	3,758,466	9,107,000	182,106	150.0	967,065	2,047,145	778,121	32	32	—	—	—	—	—		
30 Sep. '60	84.0	2.5	10.8	17	40	126	Long Island	2,077,132	489,138	1,852,716	755,998	12,283	2,620,997	101.5	258,763	345,021	119,454	8	100	—	—	—	—	—
30 Sep. '60	297.8	265.1	313.8	211	237	3,171	New York Central	31,106,094	963,331	24,000,000	14,332,523	127,373	40,638,447	658,345	945,128	6,967,241	2,678,400	6	70	—	—	—	—	—
30 Sep. '60	446.0	19.0	282.5	219	194	2,763	New York and Erie	31,148,051	4,172,192	31,000,000	25,322,505	2,074,795	38,401,300	495.0	5,180,321	1,827,406	—	—	—	—	—	—	—	
30 Sep. '60	138.0	2.1	29.6	33	93	576	New York and Harlem	8,022,786	*	5,717,190	6,065,752	120.9	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '60	8.0	—	—	2	8	8	New York and Flushing	244,412	34,756	120,000	135,000	6,000	261,000	3.0	40,880	36,382	26,346	—	—	—	—	—	—	—
30 Sep. '60	99.0	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	—	1,000,000	ope.	r.	Central	—	—	—	—	—	—	—			
30 Sep. '60	118.0	3.8	17.7	28	14	578	Northern (Ogdensburg)	4,809,556	1,500,000	3,077,000	4,877,000	121.8	396,128	458,912	183,080	—	—	—	—	—	—	—		
30 Sep. '60	35.9	2.2	7	6	46	Oswego and Syracuse	791,002	*	396,340	213,500	4,875	33.9	69,759	119,666	64,763	8	8	—	—	—	—	—		
30 Sep. '60	75.4	2.3	6	4	33	Potsdam and Watertown	1,537,509	62,517	665,419	1,000,000	192,748	75.4	79,240	80,611	37,436	—	—	—	—	—	—	—		
30 Sep. '60	25.2	2.0	5	13	70	Rensselaer and Saratoga	755,124	157,948	610,000	140,000	750,000	59.2	119,325	269,363	131,525	6	6	—	—	—	—	—		
30 Sep. '60	18.5	1.2	21.3	—	—	Rochester and Genesee Valley	654,021	—	557,560	150,000	19,980	12.0	—	—	—	—	—	—	—	—	—			
30 Sep. '60	18.0	1.0	—	—	—	Sackets Harbor, Rome & N.Y.	70,468	1,050	10,305	61,213	71,518	12.0	3,365	634	84	—	—	—	—	—	—			
30 Sep. '60	21.0	1.6	2	2	11	Saratoga and Schenectady	480,084	—	300,000	83,000	47.3	114,731	175,604	60,113	5	5	—	—	—	—	—			
30 Sep. '60	40.8	6.7	3.8	9	11	Saratoga and Whitehall	820,518	81,166	500,000	378,000	3,376	13.0	47,720	11,800	—	—	—	—	—	—	—			
30 Sep. '60	13.0	0.3	—	—	—	State Island	251,389	36,443	62,731	162,057	63,374	13.0	—	—	—	—	—	—	—	—	—			
30 Sep. '60	81.3	7.6	13	12	117	Syracuse and Binghamton	2,854,212	*	1,200,130	1,643,153	121,065	81.0	191,579	227,488	139,817	—	—	—	—	—	—	—		
30 Sep. '60	31.9	8.5	10	9	123	Troy and Boston	1,366,326	168,437	605,911	107,000	164,213	112.0	280,643	312,066	100,287	6	6	—	—	—	—	—		
30 Sep. '60	6.0	—	—	—	—	Troy and Greenbush	258,835	36,073	274,400	80,000	680,000	12.0	—	—	—	—	—	—	—	—	—			
30 Sep. '60	2.1	—	—	—	—	Troy Union	752,601	—	30,000	54,500	4,500	14.0	—	—	—	—	—	—	—	—				
30 Sep. '60	10.0	—	—	—	—	Watervliet Valley	84,295	—	—	—	—	96.7	212,235	361,167	178,067	10	10	—	—	—	—	—		
30 Sep. '60	96.7	11.0	17	11	288	Watertown and Rome	1,948,640	327,304	1,499,000	772,400	66,112	96.7	—	—	—	—	—	—	—	—	—			
NORTH CAROLINA.																								
31 May. '60	94.9	—	6.4	—	—	Atlantic and North Carolina	2,157,503	*	1,545,225	400,000	276,372	2,410,401	94.9	—	—	103,953	35,572	—	—	—	—	—		
—	23.0	—	—	—	—	North Carolina	4,235,000	—	4,000,000	—	—	—	—	—	—	97.0	—	—	—	—	—	—		
—	59.7	—	—	—	—	Raleigh and Gaston	1,240,241	—	973,300	126,200	—	—	—	—	97.0	—	—	—	—	—	—			
30 Sep. '60	161.5	15.0	23	18	182	Wilmington and Manchester	2,632,737	—	232,900	1,130,470	1,045,000	51,300	2,934,509	171.1	—	206,917	108,541	—	—	—	—	—		
30 Sep. '60	161.9	—	32	32	144	Wilmington and Weldon	2,869,223	—	107,000	731,956	102,391	314,164	323,069	171.0	—	477,554	225,201	8	8	—	—	—		
15 Mar. '60	81.0	3.0	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—	—	—	—		
OHIO.																								
31 Dec. '59	118.2	—	—	17	12	208	Atlantic and Great Western	613,231	—	866,930	—	77,294	—	—	—	286,968	81,508	—	—	—	—	—		
1 Aug. '59	137.0	—	41	39	508	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,665,956	118.2	—	—	—	—	—	—	—	—		
31 Mar. '61	60.3	—	22	28	432	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	567,633	71,836	—	—	—	—	—		
31 Dec. '60	30.0	—	—	—	—	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	2	—	—	—		
1 May. '59	131.8	—	—	310	10	103	Cinc., Wilmington and Zanesville	6,250,841	—	2,441,176	3,032,000	223,973	—	—	—	1,084,692	574,275	12	9	—	—	—		
31 Dec. '59	135.4	5.8	—	41	31	439	Cleveland, Columbus and Cinc.	4,057,871	684,956	67,422	38,000	8,242	3,843,275	141.2	—	1,084,692	574,275	12	9	—	—	—		
31 Dec. '60	67.0	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,500	304,182	67.0	230,461	368,849	288,000	8	8	—	—	—		
31 Dec. '60	95.4	1.2	—	30	42	470	Clev., Painesville & Ashtabula	3,221,636	549,593	541,503	3,000,000	1,602,000	—	96.6	402,395	1,063,405	633,647	15	15	—	—	—		
30 Nov. '58	101.0	10.2	—	—	—	Cleveland and Pittsburg	9,320,288	—	3,942,368	4,918,326	655,821	9,661,102	206.5	646,413	722,093	320,069	4	4	—	—	—			
31 May. '61	109.2	7.9	—	—	—	Cleveland and Toledo	6,678,177	483,160	89,298	3,988,168	1,234,000	439,261	5,508,257	206.9	47.0	60,901	83,141	18,573	5	5	—	—	—	
31 Dec. '60	55.0	—	—	310	6	9	Columbus and Xenia	2,365,000	—	300,000	473,000	75,000	—	—	13.0	24,000	31,126	10,460	—	—	—	—	—	
30 Nov. '58	32.6	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	304,667	4,709,137	637,835	1,200,496	341,591	87	87	—	—	—	—	—		
31 Aug. '60	32.6	—	—	—	—	Day																		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad.		Equipment.		Abstract of Balance Sheet.																							
					Companies.	Property and Assets.	Liabilities.																					
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Passenger.	Freight, etc.	M.	M.	M.	No.	No.	No.	Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Gross.	Milesage run by locomotives with trains.	Earnings.				
31 Oct. '60	48.9	—	3.2	99.5	7	7	7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
31 Dec. '60	46.7	—	56.3	10.0	10.0	80	1,059	PENNNSYLVANIA, (Continued.)	2,724,808	81,136	91,100	1,755,826	1,292,700	67,869	3,378,707	60,0	113,775	80,553	29,690	—	—	—	—					
30 Sep. '59	31.0	—	—	—	—	—	—	Pittsburg and Connellsville	16,401,108	* 91,100	6,266,387	9,910,655	1,727,161	18,155,116	467,5	1,948,501	2,335,358	761,554	—	—	—	—	—	—				
30 Sep. '59	54.0	—	3.0	—	—	—	—	Pittsburg and Steubenville	1,947,462	*	1,221,277	280,000	—	—	—	—	—	—	—	—	—	—	—	—	—			
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill and Susquehanna	1,258,700	*	1,258,700	97,000	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Mar. '61	23.0	1.2	2.0	—	4	1	445	Schuylkill Valley	573,616	*	568,150	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Shamokin Valley & Pottsville	2,141,487	95,888	363,004	864,450	789,970	60,821	1,724,227	—	34,501	29,604	34	—	—	—	—	—				
30 Nov. '59	23.6	6.5	31.9	—	8	3	127	Sunbury (Phila.) and Erie	6,393,712	107,252	4,506,920	4,369,070	861,271	10,16,989	148,0	—	96,227	54,682	—	—	—	—	—	—				
30 Sep. '60	78.0	—	6.0	—	16	8	126	Tioga	703,349	85,932	652,170	97,550	396,000	52,434	1,679,301	26.4	29.6	83,072	47,007	6	—	—	—	—				
31 Aug. '58	50.0	—	2.0	—	9	13	84	Westchester and Philadelphia	1,410,638	74,677	1,500,000	2,200,000	293,895	78.0	199,878	238,420	860,330	94	—	—	—	—	—					
31 Aug. '58	13.6	—	0.5	—	3	—	—	Williamsport and Elmira	4,050,314	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
31 Dec. '58	13.2	1.5	182.4	2	—	—	—	RHODE ISLAND	2,126,539	—	1,916,515	217,577	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Dec. '58	54.9	—	47.4	4	3	21	—	Blue Ridge	801,615	34,372	250,000	706,385	195,266	197,905	1,099,530	51.9	—	—	—	—	—	—	—	—				
31 Dec. '58	109.6	—	—	—	13	9	176	Charleston and Savannah	1,719,045	*	1,201,000	384,000	—	—	—	—	—	—	—	—	—	—	283,263	151,536	6			
31 Jan. '58	40.3	—	—	—	—	—	—	Charlotte and South Carolina	600,000	—	400,000	200,000	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Aug. '58	22.6	—	—	—	—	—	—	Greenville and Darlington	2,439,766	324,161	1,429,008	1,145,000	245,546	2,519,554	164,5	—	341,190	125,871	—	—	—	—	—	5				
31 July '58	32.0	—	—	—	—	—	—	Kings Mountain	196,230	—	200,000	—	—	—	200,000	22.5	575,729	32.0	27,598	8,527	—	—	—	—	—			
28 Feb. '59	102.0	—	—	—	—	—	—	Laurens	543,403	—	400,000	106,218	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Dec. '60	136.0	106.0	—	—	62	59	790	North-Eastern	2,011,652	—	986,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—	—	—	—	—				
31 July '58	25.1	—	41.0	—	—	—	—	South Carolina	—	—	—	2,643,833	—	—	—	—	—	—	—	—	—	—	—	—	1,499,636	701,943	7	
31 Dec. '58	47.6	—	—	—	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25.1	—	—		
31 Aug. '58	—	—	17.0	2	—	—	—	TENNESSEE	1,021,439	58,183	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—	—	—	—	—	—	—		
1859	—	—	1.8	—	12	10	171	Central Southern (Tenn.)	857,947	*	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—	—	—	—	—	—	—	—	
1859	—	—	8.0	—	10	10	128	Edgefield and Kentucky	3,637,367	*	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—	—	—	—	—	—	—	—	
1859	—	—	8.0	—	43	37	667	East Tennessee and Georgia	2,310,033	156,264	536,664	1,902,000	390,407	—	139.3	150,142	297,806	3,149,167	—	—	—	—	—	—	—	—	—	
1859	—	—	20.0	—	—	—	—	Memphis and Charleston	5,866,578	878,069	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,636,096	873,597	—	—	—	—	—	—	—	—	—	
1859	—	—	20.0	—	—	—	—	Memphis, Clarkesv., & Louis.	2,259,267	141,144	570,000	1,361,000	145,000	—	—	—	—	—	—	—	—	—	—	—	—	—		
1859	—	—	55.8	40.1	7	5	119	Memphis, Clarkesv., & Louis.	2,000,000	100,500	298,721	740,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
1859	—	—	2.3	4	5	46	—	Mississippi and Tennessee	1,137,400	*	798,285	554,949	319,518	—	59.4	69,870	177,256	60,029	—	—	—	—	—	—	—	—	—	
1859	—	—	7.0	—	12	2	81	Mississippi Central and Tenn.	892,710	82,908	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—	—	—	—	—	—	—	—	
1859	—	—	34.2	—	—	—	—	McMinnville and Manchester	523,807	56,816	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—	—	—	—	—	—	—	—	
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	—	—	—	—	—	—	—	—	
1860	—	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	—	—	—	—	—	—	—	—	
1859	—	—	8.0	—	—	—	—	Winchester and Alabama	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—	—	—	—	—	—	—	—	
—	—	—	158.0	—	—	—	—	TEXAS, (all aided by State)	—	—	—	—	—	—	—	—	32.0	—	—	—	—	—	—	—	—	—	—	
—	—	—	184.0	—	—	—	—	Buffalo Bayou, Braz., & Col'rdo	—	—	—	—	—	—	—	56.0	—	—	—	—	—	—	—	—	—	—	—	
—	—	—	50.0	1.5	75.0	2	1	Galveston, Houston, & Henderson	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
1 May '60	—	—	0.0	280.0	7	5	124	Houston and Brazoria	1,250,000	—	275,000	240,000	171,580	—	50.0	31,300	32,670	—	—	—	—	—	—	—	—	—		
—	—	—	59	25.0	—	—	—	Houston and Texas Central	4,232,345	*	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—	—	—	—	—	—	—	—	
—	—	—	59	28.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	VERMONT	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 May '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passaic River	1,514,132	193,422	1,280,400	800,000	—	—	90.7	122,200	187,646	64,619	—	—	—	—	—	—	—	—	—	
31 Aug. '60	119.6	—	13.0	26	18	174	—	Rutland and Burlington	3,989,708	617,743	2,223,376	3,172,550	679,119	6,385,045	119.6	349,440	334,368	113,318	—	—	—	—	—	—	—	—	—	
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	950,000	1,600,124	590,610	155,161	62.0	142,839	150,129	30,288	—	—	—	—	—	—	—	—	—	
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	5,000,000	3,835,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	—	—	—	—	—	—	—	—	
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	1,350,000	—	—	—	1,380,695	ope. r. by VT.	Central	—	—	—	—	—	—	—	—	91		
31 Aug. '60	23.7	—	10.1	—	19	13	279	Orlando and Lynchburg	3,040,636	374,996	2,063,656	2,157,500	590,066	—	167.7	270,846	450,427	222,214	—	—	—	—	—	—	—	—	—	
31 Aug. '60	140.5	—	2.7	—	28	30	418	Petersburg and Danville	8,728,037	*	883,200	102,500	5,799	1,866,527	80.5	—	326,554	213,852	78	—	—	—	—	—	—	—	—	
31 Aug. '60	51.1	—	4.5	—	11	10	196	Richmond, Frederick & Potowmack	1,985,579	*	1,041,880	643,980	6,828	78.6	159,981	237,945	145,385	7	77	—	—	—	—	—	—	—	—	
31 Aug. '60	22.2	—	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	685,750	204,808	26,853	43.5	1,058,054	163,783	79,585	6	60	—	—	—	—	—	—	—	—	
31 Aug. '60	23.7	—	0.2	14.6	2	—	—	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,063	7	7	—	—	—	—	—	—	—
31 Aug. '60	21.3	—	2.8	—	7	27	19	228	Virginia Central	4,952,753	541,197	3,162,754	1,480,592	52,929	4,832,997	195.0	280,968	634,081	35									

New York Stock Exchange.

Sales Prices for the week ending August 7, 1861.

Th. L. F. 2. Sat. 3. M. 5. Tu. 6. W. 7.

FEDERAL STOCKS:-

U. S. 5s, 1871				80	
U. S. 5s, 1874	80	80	80		
U. S. 5s, 1865	86		87	86	
U. S. 6s, 1881	86	87	89	88	87
U. S. 6s, 1862			96		
U. S. 6s, 1867				86	
U. S. 6s, 1868				90	90
Treas. 12 p. c. notes	102	102			
" 10 "	100		101		
" 5 " 2 years	96	96	96	96	
" 6 " "	98	98	98	98	

STATE STOCKS:-

California 7s	76	76	76	76	76
Georgia 6s	60	67		68	
" 5s	67				
Illinois 6s	79	78			
Indiana 6s					
Kentucky 6s	75			76	
Louisiana 6s	60	60	60		
Maryland 6s					
Michigan 6s	80	80			
" 7s				85	
Minnesota 8s					
Missouri 6s	43	44	43	43	44
Do. iss. to H. & S. J. R. 46	46			47	
New York 7s, 1870					
" 7s, 1884					
North Carolina 6s	61	61	62	62	68
Ohio 6s, 1860	90			91	
Tennessee 6s, 1890	43	43	43	43	45
Virginia 6s	49	47	50	52	56

RAILROAD SHARES:-

Chicago, Burl. and Q.	58				
Chicago and Rock Isl.	40	39	39	39	40
Clev., Col. and C.	94	94	94	94	
Clev., Painesv., & Ash.					
Clev. and Pittsburg	8				
Clev. and Toledo	27	28	28	28	29
Del., Lack., and West.					
Galena and Chicago	62	63	63	63	63
Hudson River	34	34	33	34	33
Illinois Central (scrip) 6s	64	64	64	64	
Indianapolis and Cinc.					
Michigan Central	42	42	42	42	
M. S. and N. I. guard	30	29	29	29	
M. S. and N. I.	14	13		13	
Mil. and P. du Chien		15		16	
New Jersey Central					
New York Central	76	76	76	76	76
Erie	24	26	26	26	26
Erie pref.	44				
N. York and Harlem	10	11	10	10	
N. Y. and H. "pref."	25	26	25	24	
Panama	107	107	107	107	
Phila. and Reading	36	37	36	36	36
Stonington					60

RAILROAD BONDS:-

Buff. N.Y. & Erie 1 M.					
Chic. and N.W. 1st M.	39		37	39	
" " 2d M.					
" " S. F.	80			80	
Cl. & Tol. S.F. 7 p.c. '86	74				
Chi. Bur. and Q. 8 p.c.			92		
D.L. & W.M. 8p.c.'71-5	96				
" 2M. 8p.c.'81					
Gal. and Ch. 1M. 8p.c.'63	76		97		
" 2M. 8p.c.'75		94			
Hann. & St. J. 1 M. 8s	30		30		
Hudson R. 1M. 7p.c.'69	101	102	101	102	
" 2M. 7p.c.'60					
" 3M. 7p.c.'75 80		80	80		
" sink. fund.				96	
Illinois Centr. 7p.c.'75	90			90	
" 6p.c.'75 90				90	
L. Erie & Wab. 1 M.					
" " 2 M.					
Mich. Cen. S. F. 8 p.c.'82	94				
" conv. 8p.c.'69		95		96	
Mich. Southern 1st M.	79				
" " 2d M. 50					
" " S. F.					
M.S. & N.I. 1M. S. F.					
" 2 M. 8p.c.'77					
Northern Ind. 1 M.					
" " 2 M.					
N. J. Central 1st M.	102				
" " 2d M.					
N.Y. C. 6p.c. certif.'83					
" 1M. 7p.c.'64					
" bonds 1876		98		100	
N.Y. & E. M. 7p.c.'67					
" 2 M. 7p.c.'79	96				
" 3 M. 7p.c.'83	85	84		98	
" 4 M. 7p.c.'80	73				
" 5 M. 7p.c.'83					
" conv. 7p.c.'62					
" " 7p.c.'71	58				
" S. F. '75					
N.Y. & H. 1 M. 7p.c.'73			96		
" 2 M. 7p.c.'64					
" 3 M. 7p.c.'67					
Penn. 1M. 7p.c. conv.'88					
" 2 M. 6p.c. stg.'75					
Ph. and Read. 6p.c.'60					
" " 6p.c.'70					

MISCELLANEOUS:-

Del. and Hud. Canal	86	85	85	86	85
Cumberland Coal Co.					
Penn's Coal Co.	80	79		80	80
Pacific Mail S. S. Co.	71	73	73	73	73

The following are the closing prices in the London Market on the 25th July:

United States 5s, 1874	74	to	76
Erie shares, ex assessment scrip	44	"	46
Erie shares, 7 per cent. preference	23	"	24
Erie shares, assessment scrip	42	"	44
Illinois Central 6s, 1875	14	"	24
Illinois Central 7s, 1875	78	"	80
Illinois Central \$100 shares, \$80 paid, dis.	83	"	85
Illinois Central, all paid	61	"	63
Michigan Central 8s, Convertible, 1869	81	"	83
Michigan Central Sinking Fund 8s, 1832	85	"	87
Michigan South and North, Indiana 7s, 1885	60	"	65
New York Central 6s, 1883	83	"	85
New York Central 7s, 1864	89	"	91
New York Central 7s, 1876	90	"	92
New York Central \$100 shares	91	"	93
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1869	90	"	92
New York and Erie, 3d mort., 1883, assented	77	"	79
New York and Erie Bonds, 1862, '71, '75	—	"	—
New York and Erie shares, assented	—	"	—
Panama, 1st mortgage 7s, 1865	98	"	100
Panama, 2d mortgage 7s, 1872	96	"	98
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	81	"	83
Pennsylvania Central \$50 shares	34	"	36
Philadelphia and Reading \$50 shares	15	"	20

American Railroad Journal.

Saturday, August 10, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

The market the past week has been steady, with some improvement toward the close. The most important change has been in the bonds of the Southern States, in which there has been considerable advance. There is a better state of feeling owing to the action of Government in the passage of its financial bills, the more important of which is the loan bill, which provides for an issue of bonds and treasury notes to the amount of \$250,000,000, the main features of which are as follows.—The loan may be issued in 6 per cent. Coupon and Registered Bonds irredeemable for 20 years and payable thereafter at the pleasure of the Government; or it may be issued in Treasury notes, of denominations not less than \$50, the same to bear interest at the rate of 7 3-10 per cent., payable in three years, and convertible at any time (but in sums of not less than \$500), into the six per cent. bonds aforesaid. The bill also provides for the issue of treasury notes of less denomination than \$50, but not lower than \$5, payable either on demand or in one year. Those on demand carry no interest, and are payable at the assistant treasury offices in Boston, New York, Philadelphia, Cincinnati, and St. Louis, and are receivable in the payment of government dues. The bond of this class—that is, of a denomination less than \$50, payable in one year, bear an interest of 3.65 per cent., and are payable at the offices of the Assistant Treasury in Boston, New York, and Philadelphia, and may be converted (in sums of not less than \$100), into bonds bearing 7 3-10 per cent. interest—the amount of bonds of a denomination not less than \$50 not to exceed in the whole \$50,000,000.

A supplemental bill in effect repeals the sub-treasury act of 1846. The repealing clause is as follows:

" The Secretary of the Treasury to deposit any of the moneys obtained on any of the loans now authorized by law, to the credit of the Treasurer of the United States, in such solvent specie-paying banks as he may select, and the said moneys so

deposited may be withdrawn from deposit for deposit with the regularly authorized depositaries, or for the payment of public dues, or paid in redemption of the notes authorized to be issued under this act, payable on demand, as may seem expedient to, or be directed by, the Secretary of the Treasury."

The Government also proposes two other revenue bills—one a direct tax of \$20,000,000 appended on all the States as follows:

APPORTIONMENT.

Maine.....	\$420,826	Indiana	\$904,875
N. Hampshire 218,406		Illinois	1,146,551
Vermont ... 211,068		Missouri	761,127
Massachusetts 82,451		Kansas	71,743
Rhode Island 116,963		Arkansas	261,888
Connecticut.. 308,214		Michiganad	501,763
New York ... 2,608,918		Florida	77,522
New Jersey .. 450,184		Texas	355,106
Pennsylvania 1,946,719		Iowa	452,088
Delaware.... 74,681		Wisconsin ..	519,688
Maryland ... 436,823		California ..	254,538
Virginia ... 937,550		Minnesota ..	108,524
N. Carolina .. 576,194		Oregon	35,140
S. Carolina .. 363,570		New Mexico.	62,648
Georgia	584,367	Utah	26,982
Alabama ... 529,313		Washington ..	7,755
Mississippi .. 413,084		Nebraska	19,321
Louisiana ... 385,886		Nevada	4,592
Ohio 1,567,089		Colorado	22,905
Kentucky ... 713,695		Dakotah	3,241
Tennessee .. 669,498		Dist. Colum'a	49,437

The other bill provides for an income tax of 3 per cent. upon all incomes exceeding \$800 annually, both of individuals and corporations.

Racine and Mississippi Railroad.

The second year of the operations of this road in the hands of trustees for the first mortgage bondholders ended May 10th, 1861. We have received the report of the General Manager, Superintendent and Secretary, giving a detailed account of the operations of the road during that year. In the balance sheet and relative accounts, and explanatory notes appended to the report, are exhibited the receipts and disbursements, which, in connection with the tabular statements of freight and passengers, show the character of the year's business, the amount of surplus earnings over operating cost, and the application of the money received. The leading particulars regarding the condition of the road, the rolling stock, and the property generally, are also given. The earnings of the road during the year were:

From passengers.....	\$49,087	53
" freight.....	165,738	26
" mail, rents and telegraph.....	6,024	25
		220,850 04

And the expenses were:

Repairs of road.....	\$21,429	02
" equipment	11,166	88
" cars	12,403	70
" bridges, etc	2,805	78
Fuel.....	18,343	16
Oil and waste.....	3,261	11
Damages to persons	12,889	62
Station service	20,474	83
Conductors, engine'n, etc.	24,665	68
Taxes	4,144	22
All other expenses	20,127	48

account; such as damages to persons, by accident, depreciation in currency, etc., amounting in the aggregate to \$15,546 47, the additional outlay for operating the road over the previous year will be only \$5,074 87, and the actual increase in net receipts \$48,849 14. The percentage of operating expenses was 69; deducting extraordinary expenses, 61.9—the previous year it was 78.9. The Superintendent in his report, says:

The year shows a very marked improvement in both the amount of business and the net results. The expenses still come to a very heavy per centage of the gross earnings, in consequence of the limited receipts in proportion to each mile of road operated. The passenger business is run all the year round at an expense which would not be perceptibly increased were the number of passengers carried increased ten times. The freight business is also conducted for a large proportion of the year, with a great surplus of power. In these facts we have good assurance of a satisfactory growth of value in the property in the future, as the increase of expenses will be but a nominal per centage of the increased receipts.

Nearly the whole amount of the net receipts of the past year were taken in the three months dating from the 15th August, after harvest, to the middle of November, when navigation closed. After deducting the extraordinary charges before alluded to, the operating account of these months stands as follows:

Gross receipts. Operating. Net receipts.	
August, 1860.	\$23,790 06
Sept., 1860...	42,276 75
Oct., 1860...	38,996 77
Nov., 1860...	20,121 37
Year 1861..	220,850 04
Remain'dg 8m.	\$95,665 09
\$125,184 95	\$54,450 13
1861.	\$82,414 88
\$13,350 21	

During the four months, August to November inclusive, the operating was only 43.5 per cent. of gross earnings, and for the two months of September and October, operating was reduced to 35.6 per cent. of earnings. In ordinary years the earnings in September and October would have been much increased by westward bound lumber, but owing to the dry weather during the Spring and Summer of 1860, the manufacturers of lumber were unable to get logs to their mills, and our Racine dealers were consequently out of the market as freighters. Our earnings for these two months were therefore made up almost entirely of Eastward bound freight. With a conjunction of a good harvest and a plentiful supply of lumber, the road could be operated for a still smaller per centage of gross earnings during these months. With an independent route to the Mississippi River, our traffic will show less variation in the monthly statements of the per centage of operating to gross earnings, while the increased business we expect from the extension to the River will tell favorably on the annual average.

The road bed has been maintained in good order. The total ballasting for the year has been 10,135 cubic yards. The ties, which on many sections were originally of the poorest description, already show symptoms of speedy decay. Upward of 6,000 ties have been purchased, and 5,000 contracted for. In the Spring of '62, 20,000 more will be required. During the year 1,740 yards of new T rail have been laid. The quantity of new rails on hand is sufficient to meet the requirements of the ensuing year. The repairs of bridges have kept pace with the deterioration. Two station houses have been built; others have been altered and repaired. All are now in good order.

The company have 7 passenger, 13 mail and baggage, and 308 freight cars. Miles run by passenger trains, 97,254; by freight trains, 125,218;

other trains, 5,755—total 228,627—an increase over the previous year of 34,101 miles. Passengers carried, 86,482; last year, 59,028.

TRUSTEES ACCOUNT, May 10, 1860, to May 10, 1861.

BALANCE.	Dr.
Advance on net income.	\$281,071 69
Supplies.	29,044 15
" of fuel.	14,735 69
" of oil and waste.	325 00
Suspense.	1,765 99
Open accounts receivable.	8,849 42
Cash.	3,567 83
	\$389,359 77

	Cr.
Farmers' Loan & Trust Co.	\$814,022 58
Open accounts payable.	25,337 19

	\$389,359 77
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ADVANCES ON NET INCOME.

	Dr.
To balance from last year.	\$262,916 72
Construction account.	35,779 54
Mortgages and liens on Property.	45,334 57
General services.	1,933 88
Legal expenses.	3,941 27
Expense account.	224 18
	\$350,130 16

	Cr.
By operating account.	\$68,438 56
Exchange.	362 85
Interest and discount.	257 06
Balance.	281,071 69
	\$350,130 16

The office is at Racine, Wisconsin. The officers are:

General Manager—G. A. THOMSON.
Superintendent—MATT. TAYLOR.
Secretary—JAMES C. HILL.

Central Railroad of New Jersey.

The receipts from operations of this road for the six months ending June 30, 1860 and 1861, were as follows:

	1861.	1860.
From passengers, merchandise, mails, etc.	\$291,870 30	\$280,661 08
From coal.	270,624 66	288,175 95
Total.	\$562,494 96	\$568,837 03
Expenses.	240,517 32	225,656 06
Net earnings.	\$821,977 64	\$343,480 97

The above shows a decrease in receipts from the transportation of coal of.....\$17,551 29 An increase from passengers, merchandise, etc., of 11,209 22 Making the decrease in gross receipts \$6,342 07 With an increase in expenses of..... 15,161 26

Making the decrease in net receipts ..\$21,503 33

	1861.	1860.
Lackawanna coal tonnage for 6 months.	283,717	274,258
Lehigh do. do.	114,449	132,234
Total.	398,166	406,492

CONDENSED BALANCE SHEET.

Railroad, 64 miles, (48 being double track).	\$4,492,712 98
Land and wharves at Elizabethport	290,791 80
Station houses, shops, etc.	131,846 42
Engines and cars.	506,121 18
Ferry interest and boats.	246,650 00
Property accounts.	157,222 73
Cash balances, etc.	9221,728 59
Less accounts payable.	118,459 15
	108,269 44
Total.	\$5,981,614 50

Capital stock.	\$3,630,000 00
Bonds, 1st mortgage.	\$1,400,000
" 2nd ".	600,000
	2,000,000 00
Interest fund; interest accrued not yet payable.	47,833 33
Dividend No. 28, payable July 15th	90,750 00
Renewal fund, balance to credit.	92,174 05
Net earnings.	\$321,977 64
Less interest account.	\$69,620 82
Less divid'ds. 181,500 00	251,120 52
	70,857 12
Total.	\$5,981,614 50

The net earnings of the six months are thus shown to be \$321,977 64, being a decrease of \$21,503 33 on those of the corresponding six months of 1860. This is a very favorable result for a time of war and panic. After deducting the balance of the interest account and two quarterly dividends of 2½ per cent. each, there remains a surplus of profits of \$70,857 12. This appears in the balance sheet represented as follows:

Grading, masonry, land, etc., at High Bridge.	\$11,816 14
Bergen Point wharf.	3,497 82
New equipment.	16,621 18
Increase, in iron, cross ties, materials, etc., on hand.	15,277 26
Increase in cash and cash items.	23,644 71
Total.	\$70,857 12

The grading &c., at High Bridge will be charged off at the close of the year.

(From the Journal of the Franklin Institute.)
Civil Engineering.

Bridge over the Theiss, and Tubular Foundations.
By M. CEZANNE, Engineer des Ponts et Chaussees. Translated by J. BENNETT.

(Continued from p. 548.)

PART THIRD.

Tabular Piers.—The general arrangement of a pier with two cylindrical columns and two square bodies is caused for the Theiss bridge by the necessities of construction, as shown by the drawings; but the choice of materials for the columns, their diameter, their distance apart, their setting up, the height of the separate pieces, the thickness of their sides, the arrangement of the joints, the interior filling, the external defences and modes of execution, are subjects which we propose to describe generally, and in the order specified.

Choice of Materials.—Cast iron was preferred to wrought iron for the cylindrical columns, because they were supposed to be less exposed to heat, and easier managed; still it had its inconveniences: at the bridge of Macon a cast iron column was broken by the shock of a boat; a cold snap in contracting the column upon the interior mass of masonry might cleave the metal. This inconvenience was avoided by forming the part of the column above the summer level in wrought iron segments, riveted to each other by means of exterior angle-irons, so that a broken or rusted segment might be replaced. Wrought iron was adopted for the square bodies, because it was better adapted than cast iron to the square forms and to the concrections with the arches.

Diameter of Tubes.—By increasing the diameter of the columns, the pressure upon the base would be diminished; but the volume of filling would be increased, and the difficulties of manufacture, and especially the sinking of the columns.

An attempt was made to procure at Szegedin the cylindrical drums in one piece, and the diameter of 9.84 ft. was chosen as the greatest made till that time, and because these pieces were to come from Scotland a special provision must be made for their transportation.

With these dimensions, the pressure uniformly

spread upon the base was 104 pounds per square inch under the proof trial.

This pressure was raised to 199 pounds for that of the tubes of the Quarantine bridge at Lyons, which bore the two middle girders.

The English have sunk columns of a greater diameter than 9.84 ft.

The barrels were formed of segments bolted to each other.

Below 6.56 feet, the work of the minor was difficult want of space.

Distance apart of the two adjoining Columns.—3.28 feet was the least distance adopted between the two columns of the same pier, after a consultation with the English engineer having a personal experience of tubular foundations, and, during the construction, it was a matter of regret that a greater distance had not been chosen. A displacement of one column has occurred during the operations upon the adjoining one.

The Setting of the Columns.—In the sinking of the columns, regard was had rather to the possible undermining than to the nature of the soil, which continued the same for a great depth. A mean sinking of 19.68 ft. would have been sufficient; a greater depth was adopted for security, and they were usually stopped at about 65.6 ft. below high water, so that they should not be exposed to a pressure of three atmospheres, beyond which the work was very painful to the men.

Height of Barrels.—The height of a column being determined, it remained to decide upon that of the different barrels.

It was for the interest of the work to increase the height to lessen the number of joints; but the founder and transportation agent insisted upon manageable dimensions; 5.95 ft. was adopted.

These drums weigh 12,100 pounds. They were obliged to appropriate for their transportation between Scotland and Germany a special steamboat, and to establish at the point of their arrival at Harbour, on the Elbe, some fixtures for their removal.

Thickness of the Cylindrical Sides.—When the cast iron columns are only exposed to vertical pressures, calculation indicates that a slight thickness only is needed for the support of the entire bridge; but the founders refused to cast pieces of a thickness too small for the diameter. For this reason, at the bridge over the Great Pee-Dee in America, the engineer was led to the adoption of 1.96 ins. thickness for tubes of 5.97 feet diameter, answering to a resistance 650 times greater than was required.

For the Theiss bridge, it was admitted to be difficult to make regularly tubes of 9.84 ft. diameter with a less thickness than 1.18 ins.

Moreover, it was admitted from experiments made in England at the Viaduct of Tarascon, that cast iron might be subjected to a permanent transverse load equal to $\frac{1}{3}$ th of that of rupture, say 6,285 lbs. per square inch, for the castings required in this case.

The thickness 1.37 ins. was calculated in regard to this maximum, by considering the column as supported at its two ends, loaded upon its head with the weight x , and acted upon transversely at the height of the springing by the difference x between the horizontal thrusts of the arches which it bore.

The dispositions of the final plan furnished the following data, in the most unfavorable case for the stability of the pier, or that in which one of the two adjacent bays is charged with 5,365 lbs. per running foot, while the other is free.

We have for a single column: $x=367,400$ lbs.

$x=360,800$ "

a, the distance between the point of application of the force x and the head of the column, where the top stringers of the arches are made fast to the column, equal to 18.93 ft.

b, the remainder of the height of the column to the head of the interior piles, equal to 65.37 feet.

$x=360,800$ " lbs.

r, the work relative to x per square inch. 5,657

q, " " " " " 728

$R+q$ " " compression 6,886

$R-q$ " " tension 4,929

The value $R - q$ is the maximum of efforts of tension produced by the trial loads; it is much less in practice since the usual loads over the road are much below that of the trial proof; because only one track is loaded at a time, and the struttings of the arches and the connexions with the square bodies tend to distribute between the two tubes the reactions of the arches.

In the conditions of the contract the proportions of the castings were not determined, but it was required that bars of prescribed dimensions should be cast at each tapping and subjected to direct experiments.

Experiments were made in this way upon 442 bars in breaking them by a transverse loading,—they had a section of 1.57 ins. by 1.3 ins.; their mean resistance was 30 k. 4 per square millimetre or 43,428 lbs. per square inch.

The maximum was 52,285 lbs.; the minimum, 29,000 lbs., occasioned by a fault in the casting at the point of fracture.

The resistance required by the contract was 37,143 lbs.

Upon the testing of the bridge, the most favorable case for the stability of the piers was chosen by loading each span with 5,365 lbs. per running foot, all the other spans being free, and the following laws were observed.

All the piers deflected at the level of the springing lines in separating from the loaded span.

The two piers next the loaded span as a mean deflected 0.157 in.; the two piers at the distance of one span deflected 0.059 in.; these deflections diminished rapidly with their distance from the loaded span; they were sensible, though they could not be measured from one extremity to the other of the bridge.

The depressions at the summit of the spans, which were but 0.472 in. when all the bridge was loaded, attained 1.18 ins. for the single loaded span, which is explained by the increase of the cord; the two adjacent spans rose from 0.196 to 0.236 in.; the following to .078 in. at most; further on no motion was detected.

The usual locomotive trains were passed over the two tracks with great speed, either side by side, or in opposite directions: this trial did not give any maximum for the deflections of the trusses or that of the piers.

Arrangement of the Joints.—The method of jointage is shown in Pl. I., Fig. 8, where we see the bearing or turned surface upon which the two barrels are brought in contact, the jointing which prevents their sliding, the bands or flanches which receive the one the head, the other the nut, of a bolt, which fastens them, and the ribs or brackets which unite the flanche with the cylindrical part. A tight joint is made by iron filings cement tampered with a graver between the two flanches. The ribs are badly contrived, at least under the flanche, which at the foundry is placed at the upper part of the mould; they form there recesses in which the gas bubbles lodge, thus producing blisters. It would be advisable to suppress the ribs, to increase the thickness of the flanches, and the radius of the roundings of the jointage.

The cement was composed as follows:

Iron filings 1,000 parts in weight.

Sal almoniac 10 "

Flowers of sulphur 2 "

Water for dissolving the salt.

This mixture would set in two days during the summer, in eight days during the winter; it was then worked with the file and smoothed, but became impaired in moist air.

For the iron filings cement, was substituted at the bridge of Bordeaux an india-rubber cord let into a groove, simplifying the joint, and economizing in time and manœuvring.

The two adjoining flanches of the Theiss bridge were fastened by 48 bolts, 1.97 ins. diameter, which would be much too strong were these columns but to bear the simple weight of the bridge, and these bolts designed but to fasten the joint; whereas, these columns had to resist transverse thrusts, and accordingly it became necessary to fortify the joints at much as possible. The most exposed,

that of the square body with the cast iron capital, was secured with 72 bolts.

Calculation applied to the joints of the circular barrels, gives for the maximum load per square inch of strain of bolt 6,528 lbs., or even 16,025 lbs., according as we suppose the neutral axis to be at the centre of the circular joint, or at the circumference.*

We should reduce the number of bolts to the strict necessity of the case, to simplify the jointage, and to facilitate the tamping of the mortar, and 8, 12, or 16 bolts of 1.18 ins. will generally be sufficient.

(To be continued.)

Stevens' Steam Battery.

The veil of secrecy having been removed from this famous structure at Hoboken, we availed ourselves of an opportunity which was afforded us a day or two since, of viewing its massive proportions.

The spectator is impressed at first glance with the magnitude of the work, and the amount already accomplished; for here is an iron steamer which, in point of size, will compare favorably with the largest steam-batteries yet completed in Europe. Some of her principal dimensions are as follows, contrasted with the two most noted English iron-plated steamers:

	Length.	Beam.	Depth.
Stevens Battery	420	58	20
Warrior	256.8	55	27.6
Black Prince	380	58	41

The keel of Stevens' Battery was laid in 1854, and the work has been prosecuted under different appropriations by Congress until the expenditure has reached upward of half a million of dollars. The hull is now carried up to the main deck, where the armament will be placed, and all the furnaces and boilers are in their places, with the greater part of the machinery and shafting. The weight of the metal thus brought together exceeds 4,000,000 pounds, the cost per pound ranging from twenty-five to fifty cents.

As may be easily conceived from this general statement, the Battery presents a ponderous aspect, yet it is far from seeming unwieldy. In model and external appearance generally, saving the peculiarity of material, it bears a close resemblance to a fast North river steamer, the bow being exceedingly sharp, and the sides (in the present stage of the work) rising in the usual manner. But in attaching the sheathing of iron plates, the external configuration will be essentially changed. A primary idea in the construction of every part is to present an oblique surface to projectiles, that they may glance off without injury.

The sides, therefore, will look something like the upper section of a pyramid—the furthest projection being sustained by three feet and six inches of solid oak, while the plates recede from this point at an angle of thirty degrees. The armament will be protected in like manner, by ball-proof "loading houses," or casemates. This last feature is an entire novelty, and one in which the inventor took peculiar satisfaction. The "loading-houses" are designed to give effectual protection to the gunners, so that not an individual employed in working the ordnance will be exposed to casualty. They are but four in number, as the armament now proposed will consist of only eight guns—four 15-inch and four 10-inch or 12-inch rifled cannon—the muzzles of every pair sweeping round to their apertures in the adjacent casemate. As the guns are on stationary swivels, no provision is made for recoil, except that cushions of gum are placed behind the trunions. Whether these will prove adequate may admit of doubt, though we are informed that experiments to determine this question proved satisfactory.

On descending through the net work of iron beams and columns which sustain the decks and bind together the whole fabric, the eye is immedi-

* The neutral axis is in reality between these two positions; it may be found by rigorous calculation, but we are left into transcendental equations, whose solution is laborious.

ately attracted by the long range of boilers, ten in number, arranged in juxtaposition on either side, together occupying a space 72 feet in length, nearly amidships. The separating them constitutes the fire room, on which 30 furnaces will open their blazing mouths, apparently threatening those who may be employed there with speedy extinction; but as will be afterwards explained a thorough system of ventilation is provided, through the intervention of appropriate machinery. Beyond this massive accumulation of material are eight driving engines, connected with two propelling shafts, each 190 feet in length, and exerting a power equal to that of 3,600 horses. These engines are arranged with the greatest compactness possible, giving the appearance of more complication than actually exists. The mechanism upon cursory examination, appears to be of skillful workmanship, and being wholly submerged, is supposed to be secure from the fire of any antagonist. Besides these are eight other engines for minor purposes, two of which are in the bow, for blowing the furnaces and ventilating.

The propellers, it should have been remarked above, have a diameter of nineteen feet. None of the work has deteriorated from exposure to the weather, as men are constantly employed in taking all needed precaution.

Now that Congress is deliberating upon the expediency of constructing steam batteries for the navy, the question has a direct bearing upon the completion of the work already so far advanced at Hoboken. This battery cannot be finished at a less cost than \$1,312,000, according to the estimates carefully prepared by government officers; yet there is reason to believe that it may prove as efficient as any constructed by European powers. Even if no reference is had to domestic troubles, there is a prevalent impression that our foreign relations are precarious. In case of a rupture with any leading naval power, a floating steam battery of great speed and destructiveness would be an invaluable adjunct to our coast defences.

In some respects Stevens' Battery is likely to prove match for anything which could be pitted against it. She is all iron, invulnerable in every part, and has the intervening layer of wood, which gives a more rigid and impenetrable basis to the plate; she is also safer than wooden vessels, from the facility with which iron plate compartments are used; and finally, iron gives more stability to the working of the screw.—*N. Y. Journal of Commerce.*

Androscoggin and Kennebec Railroad.

This company was chartered on the 28th of May, 1845. The construction of the road was commenced in July, 1847. The first division from Danville Junction to Winthrop, 20 miles, was opened July 3, 1849; and the second, from Winthrop to Waterville, 35 miles, November 27, 1849. The total length of the road from Danville Junction (Atlantic and St. Lawrence Railroad) to Waterville being 55 miles.

FUNDED DEBT—\$1,748,857: described as follows:

One million 6 per cent. loan bonds, \$468,600—issued in 1850, '51, '52, '53 and '54, and payable, principal in 10 years, and coupons semi-annually at Waterville or Portland. Balance of original issue exchanged into the \$1,100,000 loan.

Six per cent. \$1,100,000 loan bonds, \$536,100—issued in 1860, and payable principal in 30 years, and coupons semi-annually as above. These bonds were issued for the purpose of taking up the \$1,000,000 bonds on maturity and paying off the floating debt.

Stock bonds 6 per cent., \$710,000—issued in 1853 and 1856, and payable, principal in 10 years, and interest semi-annually 1st June and 1st Dec., at Waterville or Portland. Convertible into stock on maturity.

Old 1st mortgage bonds, 6 per cent. (payable on

call) \$29,597. Interest bonds, \$4,100; and furniture bonds, \$500, due.

FLOATING DEBT, \$138,816 95, viz : bills payable and accounts, \$130,256 95; stock coupons \$6,740; and sundry accounts, payable in stock, \$1,820.

INCOME ACCOUNT.

May 31, 1860.	1861.
Balance from previous year \$48,972.86	\$60,340.55
Cash coupon interest acc't. 102,117.00	101,589.00
Interest account 7,452.08	8,648.31
Bal. earnings due to date 9,303.57	
	\$158,541.94
	\$179,881.48
Proportion of net earn'gs. \$98,201.89	\$94,087.92
Interest due to date 2,067.94	
Balance to new account .. 60,340.55	88,725.57
	\$158,541.94
	\$179,881.48

Cost of road and equipment, \$2,210,947; in detail as follows:

Graduation and masonry.....	\$700,561
Bridging 89,368	
Superstructure including iron..... 495,749	
Land, land damages and fences..... 55,534	
Engines and cars 82,964	
Engineering 36,245	
All other expenses..... 750,526	

\$2,210,947

BALANCE SHEET JUNE 1.

1860.	1861.
Capital stock \$457,900 02	\$457,900 02
Million loan bonds..... 1,000,000 00	468,600 00
Interest bonds..... 8,300 00	4,100 00
Bonds of \$200,000 and \$350,000 loan..... 29,557 00	29,557 00
Furniture bonds 500 00	500 00
Stock bonds 710,000 00	710,000 00
B'd's of \$1,100,000 loan 536,100 00	
Stock coupons 6,740 00	6,740 00
Acc'ts payable in st'k. 1,820 00	1,820 00
Bills payable and ac'ts 115,241 82	130,256 95
	\$2,330,058 84
	\$2,345,573 97
1860.	1861.
Construction..... \$2,210,947 28	\$2,210,947 28
P. & K. RR. stock.. 21,924 79	21,924 79
Million loan b'ds unsold 15,000 00	15,000 00
Real estate..... 500 00	500 00
Bills receiv'e and ac'ts. 10,400 82	7,862 69
Bal. of income acc't. 60,340 55	82,725 57
Cash..... 10,945 40	5,613 64
	\$2,330,858 84
	\$2,345,573 97

COST, EARNINGS, EXPENSES, ETC.

Cost of	Gross	Operating	Net
road.	earnings.	expenses.	earn'gs.
1851.... \$1,860,670	\$102,647	\$63,549	\$39,098
1852.... 2,009,188	125,658	58,079	67,579
1853.... 2,020,247	140,561	60,507	79,954
1854.... 2,176,506	161,821	67,950	93,371
1855.... 2,245,020	190,604	99,807	90,797
1856.... 2,210,947	209,473	99,676	109,797
1857.... 2,210,947	159,511	84,894	74,517
1858.... 2,210,947	159,514	76,146	83,368
1859.... 2,210,947	161,105	71,338	89,767
1860.... 2,210,947	172,703	74,502	98,201
1861.... 2,210,947	182,003	87,915	94,088

On the 30th November, 1856, this company took a lease of the Penobscot and Kennebec Railroad (Waterville to Bangor, 55 miles) for a period of 20 years, agreeing to operate and maintain the same during the continuance of the lease, and to pay to the latter company three-sevenths of the net profits of the joint business.

The two roads conjointly have a length of 110 miles, and an equipment of 13 locomotives, 20 passenger cars, and 228 cars for merchandise, etc.

The operations of the united line for the years ending May 31, 1860 and 1861, was as follows:

EARNINGS.		1860.	1861.
From passengers.....	\$145,784 88	\$151,191 06	
" merchandise.....	140,987 86	151,908 22	
" mail, express, etc. 15,458 10		15,406 12	
		\$302,230 84	\$318,505 40

EXPENSES.		1860.	1861.
Repairs of track	\$42,609 08	\$52,577 57	
" equipment	21,573 26	25,888 59	
" buildings, etc. 6,427 10		8,900 02	
Train expenses.....	12,588 00	15,314 28	
Station expenses.....	13,879 99	17,123 50	
Fuel	18,454 69	17,678 51	
Oil and Waste	3,420 19	3,252 33	
General management	6,520 38	7,586 04	
Miscellaneous.....	4,865 62	5,435 71	
		\$130,378 41	\$153,851 54

NET EARNINGS.		1860.	1861.
And. & Ken. R. R. Co.	\$98,201 39	\$94,087 92	
Pen. & Ken. R. R. Co.	73,671 04	70,565 94	
		\$171,852 43	\$164,652 86

Since the execution of the lease, the net income of the joint business has been \$717,593, divided as follows:

Total	due	due P.
net income, A. & K. RR. & K.R.R.		
1857 (6 months) \$77,103	\$43,933	\$33,170
1858	145,894	82,368
1859	157,090	89,766
1860	171,852	98,201
1861	164,654	94,088

The joint cost, earnings, expenses, etc., since 1857 have been :

Cost of	Gross	Operating	Earnings
road.	earnings.	expenses.	less exp's.
1857 .. \$3,967,063	\$322,310	\$150,373	\$171,937
1858 .. 3,996,331	379,149	133,255	145,894
1859 .. 4,004,394	281,929	124,839	157,090
1860 .. 4,004,394	302,231	130,378	171,852
1861 .. 3,004,394	318,505	153,851	164,654

The assets and liabilities of the company June 1, 1860 and 1861, are as follows:

LIABILITIES.	1860.	1861.
Bills payable and acc'ts.	\$125,977.84	\$135,333.11
Over-due bonds:—		
Furniture bonds	500.00	500.00
Bonds of \$200,000 and \$350,000 loan.....	29,557.00	29,557.00
Interest bonds	8,300.00	4,100.00
Interest	8,129.00	1,067.94
	\$167,462.84	\$171,558.05

ASSETS.	1860.	1861.
Million loan bonds unsold.	\$15,000.00	\$15,000.00
Bills receivable	3,261.87	3,231.62
Accounts	21,088.19	18,729.61
Wood on hand	20,743.09	23,750.93
Materials on hand	11,644.70	11,800.67
P. & K. R. R. stock	21,924.79	21,924.79
Cash	10,945.40	5,613.64
	\$104,508.04	\$100,051.26

Although the net earnings belonging to this company are \$4,113 47 less in 1861, than in 1860, they are still in excess of those of any previous year with the exception of 1856—the increase over 1859 being \$4,232 18; over 1858 \$8,435 65; and over 1857, \$19,570 92. The report says:

Your board, notwithstanding the failure of the road to earn net enough to pay the interest on all its debts, have nevertheless continued to pay all—hoping that they may, by increase of business in the future, be able to carry the floating debt until July, 1863, when \$431,800 of the stock bonds become due, and are then convertible into the stock of the company, and the interest payable on them

will cease. The balance of the stock bonds will fall due principally in 1864, when the road will, if the plans of the company are successful, be encumbered by only one mortgage, and that to secure one class of bonds only, to wit: those of the eleven hundred thousand dollar loan, running thirty years.

The office of the company is at Waterville, Maine. The officers are:

President—JOHN WARE.
Treasurer—JOSHUA NYE.
Superintendent—EDWIN NOYES.

Railroad Earnings.

The Macon and Western Railroad June earnings were:

Passengers	\$7,627 60
Mail	838 50
Freight	13,730 59

Total	\$22,196 99
June, 1860	25,359 96

Decrease..... \$3,162 97

The receipts of the Grand Trunk Railway of Canada for the week ending July 27th, 1861, were..... \$70,428 78
Corresponding week, 1860..... 54,471 99

Increase..... \$15,956 79

Tot. traffic from July 1, 1861, to date.. \$244,504 95
Corresponding period, 1860

Increase..... \$32,125 32

The statement of the Illinois Central Railroad for July is as follows:

Land Department.

Acres Construction Lands
sold 4,377.43 for \$61,879 62

Acres Interest Fund L'd's
sold 396.97 " 7,294 09

Acres Free Lands sold .. 1,167.16 " 14,909 14

Total sales during the month .. 5,941.56 for \$84,082 85
To which add Town Lot sales 238 50

Total of all..... \$84,321 35

Acres land sold since Jan'y 1, 1861... 67,878.39 for \$1,046,683 76

Acres sold prev'sly
(net sales). 1,260,273.46 for 16,147,983 91

Total..... 1,328,151.85 for 17,194,667 67

Total cash receipts in July, 1861 .. \$34,786 77

Total receipts since Jan. 1, 1861 ... 362,921 06

Total cash and bonds received to July 31, 1861 .. 4,558,319 08

Traffic Department.

Receipts from Passengers .. \$49,764 00

" Freight .. 106,622 45

" Mails .. 6,358 33

" Rent of road .. 5,023 33

" Other sources..... 2,421 95

Total receipts for July, 1861 .. \$170,200 06

Do. do. 1860 .. 193,930 76

Total receipts since Jan'y 1, 1861.. \$1,606,117 02

Total receipts in corresponding period of 1860..... 1,366,815 77

Original land grant, 2,595,000 acres; railway, 706 miles of main track, and 93 miles of sidings, 113 engines, 2,456 cars. Funded debt, \$15,559,-240.

Working Excess

Traffic. Expenses. of Traffic.

1856.. \$2,434,878.59 \$1,444,546.19 \$990,332.40

1857.. 2,298,964.57 1,791,231.14 502,733.43

1858.. 1,976,578.52 1,419,954.80 556,623.72

1859.. 2,114,448.98 1,489,579.52 624,869.46

1860.. 2,721,590.94 1,698,403.30 1,028,187.64

The traffic of July, it will be seen, shows a decrease of \$23,700 mostly due to the closing of Cairo as a shipping point to the South.

The traffic of the Great Western Railway of Canada for the week ending July 26, 1861, was as follows:

Passenger	\$16,475 92
Freight and live stock	12,087 98
Mails and sundries	1,327 07

Total	\$29,840 97
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Corresponding week of last year .. 28,688 28

Increase..... \$1,157 74

The following are the earnings of the Great Western Railway of Canada for the week ending August 2, 1861:

Passengers	\$14,738 98
Freight and live stock	11,858 86
Mails and sundries	1,295 45

Total	\$27,898 29
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Corresponding week of last year .. 28,625 24

Decrease in 1861 .. \$1,281 95

The earnings of the Michigan Central Railroad for July, 1861, were..... \$123,377 30
July, 1860..... 128,388 28

Decrease..... \$5,005 98

United States Census.

(Compiled from the official Returns.)

(Continued from p. 566.)

SOUTH CAROLINA.

Counties.	1850.	1860.
Abbeville	32,318	32,885
Anderson	21,475	22,872
Barnwell	26,608	30,743
Beaufort	38,805	40,052
Charleston	72,805	81,105
Chester	18,038	18,123
Chesterfield	10,790	11,834
Clarendon	new	13,099
Colleton	39,505	30,915
Darlington	16,830	20,343
Edgefield	39,262	39,887
Fairfield	21,404	22,111
Georgetown	20,647	21,305
Greenville	20,156	21,891
Horry	7,646	7,964
Kershaw	14,473	18,169
Lancaster	10,988	11,797
Laurens	23,407	23,858
Lexington	12,930	15,579
Marion	17,407	21,190
Marlboro'	10,789	12,434
Newberry	20,143	20,879
Orangeburg	23,582	24,896
Pickens	16,904	19,639
Richland	20,243	18,334
Spartanburg	26,400	26,920
Sumter	33,220	23,860
Union	19,852	19,635
Williamsburg	12,447	15,489
York	19,433	21,503

Total	668,507	703,812
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TEXAS.

Anderson	2,884	10,397
Angelica	1,165	4,271
Attacosta	new	1,580
Austin	3,841	10,139
Bandera	new	399
Bastrop	3,099	5,726
Bee	new	910
Bell	new	4,800
Bexar	6,052	14,454
Blanco	new	1,281
Bosque	new	2,006
Bowie	2,912	5,052
Brazoria	4,841	7,148
Brazos	614	2,776
Brown	new	244

Buchanan	new	230
Burleson	1,718	5,683
Burnett	new	2,488
Caldwell	1,329	4,481
Calhoun	1,110	2,642
Cameron	8,541	6,030
Cass	4,991	8,411
Chambers	new	1,508
Cherokee	6,673	12,998
Clay	new	109
Collin	1,950	9,266
Colorado	2,257	7,885
Comal	1,728	4,030
Comanche	new	709
Cook	220	3,760
Coryell	new	2,666
Dallas	2,748	8,665
Dawson	new	281
Denton	641	530
De Witt	1,716	5,107
Eastland	new	99
Ellis	989	5,246
El Paso	new	451
Encinal	new	43
Erat	new	2,425
Falls	new	3,614
Fannin	3,788	9,217
Fayette	3,756	11,604
Fort Bend	2,533	6,143
Freestone	new	6,881
Frio	new	40
Galveston	4,629	8,177
Guadalupe	1,511	5,444
Gillespie	1,240	2,736
Goliad	648	1,913
Gonzales	1,492	8,050
Grayson	2,008	8,187
Grimes	4,008	10,307
Hamilton	new	489
Hardin	new	1,353
Harris	4,668	7,710
Harrison	11,822	15,001
Hays	387	2,068
Henderson	1,237	4,595
Hidalgo	new	1,193
Hill	new	3,653
Hopkins	2,623	7,745
Houston	2,751	8,058
Hunt	1,520	6,654
Jack	new	1,000
Jackson	996	2,612
Jasper	1,767	4,041
Jefferson	1,836	1,994
Johnson	new	4,305
Karnes	new	2,171
Kaufman	1,047	3,936
Kerr	new	634
Kinney	new	61
Lamar	3,978	10,186
Lampasas	new	1,028
Lavaca	1,571	5,948
Leon	1,946	6,781
Liberty	2,522	3,189
Limestone	2,608	4,537
Liveoak	new	593
Llano	new	1,101
McLennan	new	6,206
Madison	new	2,238
Marion	new	3,979
Mason	new	630
Matagorda	2,124	2,910
Maverick	new	728
Medina	909	1,888
Milam	2,907	5,175
Montague	new	849
Montgomery	2,384	5,479
Nacogdoches	5,198	8,298
Navarro	2,190	5,997
Newton	1,689	3,128
Nueces	698	2,907
Orange	new	1,916
Palo Pinto	new	1,524
Panola	3,871	8,475
Parker	new	4,214
Polk	2,348	8,298
Presidio	new	580
Red River	8,906	8,534

Refugio	288
Robertson	934
Rusk	8,148
Sabine	2,498
San Augustine	3,648
San Patricio	200
San Saba	new
Shackelford	new
Shelby	4,239
Smith	4,292
Starr	new
Tarrant	664
Throckmorton	new
Titus	8,636
Travis	3,138
Trinity	new
Tyler	1,894
Upshur	3,894
Uvalde	new
Van Zandt	1,848
Victoria	2,019
Walker	8,964
Washington	5,988
Webb	new
Wharton	1,752
Williamson	1,568
Wise	new
Wood	new
Young	new
Za Patta	new
Zavalla	new
Total	212,592

WISCONSIN.

Adams	187
Ashland	new
Bad Ax	new
Brown	6,215
Buffalo	new
Burnet	new
Calumet	1,743
Chippewa	615
Clark	new
Columbia	9,565
Crawford	2,498
Dallas	new
Dane	16,639
Dodge	19,138
Door	new
Douglas	new
Dunn	new
Eau Claire	new
Fond du Lac	14,510
Grant	16,169
Green	8,566
Green Lake	new
Iowa	9,625
Jackson	new
Jefferson	15,817
Juneau	new
Kenosha	10,734
Keweenaw	new
La Crosse	new
La Fayette	11,581
La Pointe	489
Manitowoc	3,702
Marathon	508
Marquette	8,641
Milwaukee	31,077
Monroe	new
Oconto	new
Outagamie	new
Ozaukee	new
Pepin	new
Pierce	new
Polk	new
Portage	1,250
Racine	14,973
Richland	908
Rock	20,750
Sauk	4,371
Shawano	new
Sheboygan	8,876
St. Croix	624
Trempleau	new
Walworth	17,862
Washington	19,485

Waukesha	1,594	Waupaca	4,997	new	19,258	26,849
Wausau	15,808	Winnebago	2,750	new	10,157	23,769
Wood	4,094	Wood	620	new	2,429	
Total	913	Total	305,391		775,873	

NEBRASKA.

Buffalo	5,362	Burt	13,395	new	114	114
Butler	2,406	Calhoun	6,020	new	146	388
Cass	124	Cass	9,648	new	27	41
Cedar	8,080	Clay	4,392	new	1,251	3,369
Cuming	4,392	Dakota	4,525	new	8	246
Dakota	10,645	Dixon	5,675	new	646	165
Dawson	506	Dodge	3,778	new	819	67
Dixon	506	Douglas	8,191	new	16	309
Dodge	3,778	Ft. Randall Mil. Station	15,215	new	247	4,328
Douglas	8,191	Gage	1,446	new	309	353
Ft. Randall Mil. Station	15,215	Greene	1,446	new	630	421
Gage	1,446	Hall	3,880	new	WM. E. MORRIS, Pres't.	16
Greene	1,446	Johnson	3,160	new	JOHN V. L. PRUYN,	116
Hall	3,880	Jones	4,968	new	Treasurer pro tem.	528
Johnson	3,160	Kearney	592	new	122	474
Jones	4,968	Lancaster	1,248	new	158	44
Kearney	592	L'Eau Qui Court	26	new	162	44
Lancaster	1,248	Merrick	1,248	new	1,277	22
L'Eau Qui Court	26	Nemaha	602,432	new	3,149	2,211
Merrick	1,248	Nicholls	6,497	new	4,211	36
Nemaha	1,248	Otoe	513	new	301	86
Nicholls	6,497	Pawnee Reservation	11,012	new	36	882
Otoe	513	Pawnee	11,797	new	36	782
Pawnee Reservation	11,012	Platte and Madison	8,865	new	529	2,835
Pawnee	11,797	Polk	12	new	29	29
Platte and Madison	8,865	Richardson	12	new	1,201	1,201
Polk	12	Saline	7,896	new	114	1,249
Richardson	12	Sarpye	1,895	new	1,792	1,792
Saline	7,896	Shorter	789	new	1,201	1,201
Sarpye	1,895	Washington	730	new	1,249	1,249
Shorter	789	Marshall's Limits	8,071	new	1,792	1,792
Washington	730	Total	10,716		28,842	

NEW MEXICO.

Arizona	44,499	new	6,497	new	6,483	
Bernalillo	2,948	new	513	new	8,769	
Dona Anna	828	new	11,012	new	6,239	
Mora	2,723	new	11,797	new	5,566	
Rio Ariba	3,164	new	8,865	new	9,849	
Santa Anna	34,155	new	12	new	3,572	
Santa Fe	31,207	new	7,896	new	8,114	
San Miguel	19,881	new	1,895	new	13,714	
Socorro	12,631	new	789	new	5,787	
Taos	18,998	new	730	new	14,108	
Valencia	4,171	new	8,071	new	11,321	
Total	10,716		10,716		98,471	

WASHINGTON.

Chehalis	12,194	new	12	new	285	
Clallam	18,141	new	358	new	149	
Clarke	358	new	3,164	new	2,276	
Cowlitz	22,385	new	34,155	new	446	
Island	2,984	new	31,207	new	294	
Jefferson	8,236	new	19,881	new	530	
King	62,564	new	12,631	new	302	
Kitsap	8,398	new	18,998	new	545	
Klickitat	3,600	new	4,171	new	221	
Lewis	9,588	new	18,894	new	884	
Pacific	15,874	new	21,340	new	421	
Pierce	2,397	new	9,737	new	1,116	
Skamania	4,672	new	36,692	new	225	
Spokane	1,412	new	18,894	new	996	
Suquamish	7,504	new	18,894	new	162	
Thurston	7,504	new	21,340	new	1,507	
Wahkiacum	9,737	new	9,737	new	42	
Walla-Walla	36,692	new	36,692	new	1,327	
Whatcom	4,371	new	18,894	new	852	
Total	8,829		1,201		10,578	
Colorado Territory	26,848		1,201		34,197	
Dakota	5,393		1,201		4,839	
Nevada	2,550		1,201		6,857	
Utah	23,685		11,380		40,296	

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, July 30, 1861.
THE MORTGAGE BONDS ISSUED BY THE
Rochester, Lockport and Niagara Falls Railroad
Company, dated August 1, 1851, and due August 1, 1861,
assumed by this Company under the Consolidation Agree-
ment, will be paid at maturity upon the presentation and
surrender of the Bonds at the Bank of Commerce in New
York.

JOHN V. L. PRUYN,
Treasurer pro tem.

Notice to Contractors and
Railroad Operators.
THE LONG ISLAND RAILROAD COMPANY
will receive proposals until the first of September
next for furnishing by contract all the materials and labor
required for keeping in repair the Road, Buildings, Fix-
tures and Equipment for conducting the entire busi-
ness of the same.

After 1st of August specifications or forms of contract
may be had by persons desiring to propose, on application
to A. E. Dougherty, Esq., No. 25 Merchants' Exchange,
Philadelphia, or the undersigned at the office of the Com-
pany at Hunter's Point.

WM. E. MORRIS, Pres't.
4,320
NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, July 24, 1861.
THE Transfer Books of this Company will be closed at
the close of business on Wednesday, the 21st day of
July instant, and will be re-opened on the morning of
Friday, the twenty-third day of August next.

JOHN V. L. PRUYN,
Treasurer pro tem.

Boston, Nov. 24, 1860.

WILLIAM MERRITT Sup't.

ff

HENRY RUTTAN,
Coburg, Canada.

VENTILATION.

THE undersigned has devised and patented the only system
of VENTILATION for Buildings, Vessels, RAIL-
ROAD CARS, etc., by which spontaneous ventilation
can be effectually carried out; and is willing to dispose of
the same to parties desirous of purchasing at a reasonable price.

Address

JAMES TINKER,
54 Exchange Place,
NEW YORK.

Erie Rails, 57 to 58 lbs. per yard, on hand
in NEW YORK and NEW ORLEANS.

JAMES TINKER,
54 Exchange Place,
NEW YORK.

New York Agency:
BUSSING, CROCKER & DODGE,
32 CHURCH ST.

RAILROAD IRON.

THE subscriber is prepared to enter into Contracts
for RAILS delivered at an English port or at a port
in the United States.

JAMES TINKER,
54 Exchange Place,
NEW YORK.

Erie Rails, 57 to 58 lbs. per yard, on hand
in NEW YORK and NEW ORLEANS.

JAMES TINKER,
54 Exchange Place,
NEW YORK.

New York, 1st June, 1859.

M. K. JESUP & CO.,
44 Exchange Place.

RAILROAD IRON.

THE subscriber is prepared to make CONTRACTS FOR RAILS deliv-
ered free on board at ports in England, or ex-ship at ports in the
United States.

B. F. FRENCH,
Cor. Nassau and Cedar Sts., N. Y.

RAILROAD IRON.

THE subscriber is prepared to sell AMERICAN and
ENGLISH RAILROAD IRON, CHAIRS,
SPIKES, CARS and LOCOMOTIVES, at the
lowest market price, and securities taken in part pay-
ment.

B. F. FRENCH,
Cor. Nassau and Cedar Sts., N. Y.

RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the sale of
RAILROAD IRON
on advantageous terms, delivered at ports of England, Wales,
or the United States.

MEAD & BELL,
13 Cliff Street, N.Y.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.

CONTRACTS for RAILS, at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.

THEODORE DEHON,
10 Wall st., near Broadway, N.Y.

500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

RAILROAD IRON AND COMMON BARS.

THE UNDERSIGNED, sole Agents to Messrs. GUEST & CO., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

FINANCIAL.

P. W. HOLMES,
STOCK AND BOND COMMISSION BROKER,
No. 51 EXCHANGE PLACE,
NEW YORK.

DUNCAN, SHERMAN & CO., New York.
I. SEYMOUR, Pres't Bank North America.
AMERICAN EXPRESS Co., New York.
Hon. ERASTUS CORNING, Albany, N.Y.
Hon. C. VIBRARD, Albany, N.Y.
INTERNATIONAL BANK, Buffalo, N.Y.

**DUNCAN, SHERMAN & CO.,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE.**

CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
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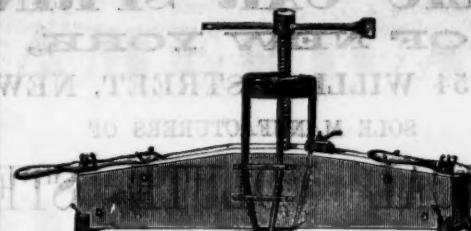
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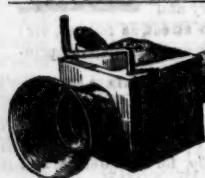


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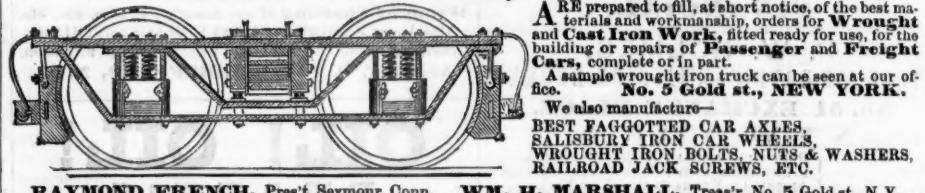
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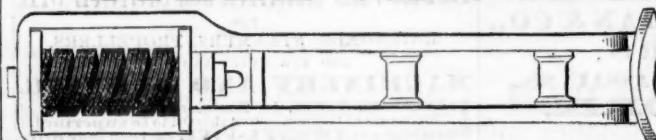
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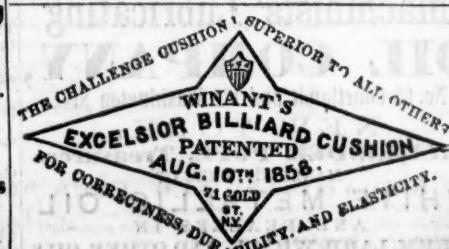
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